Lightors and Steam Launch

ILOILO, PHILIPPINE ISLANDS.

Supplied.

NEW SERIES No. 1834. 日五初月四年七十二結光

WEDNESDAY, MAY 22, 1901.

就二十月五英港香 三拜禮

General Managers. THIRTY DOLLARS

PER' ANNUM.

Banks.

JOKOHAMA SPECIE BANK, LIMITED Established 18800

CAPITAL SUBSCRIBED:.....Yen 24,000,000 CAPITAL UNCALLED....... RESERVE FUND Head Office: YOKOHAMA. Branches and Agencies.

TOKIO. KOBE. LONDON. NAGASAKI.. NEW YORK. LYONS: SAN FRANCISCO. HONOLULU. SHANGHAL BOMBÂY.. NEWCHWANG: TIENTSIN.

THE LONDON JOINT STOCK BANK, LD. PARŘS' BANK, LD. THE UNION BANK OF LONDON, LD. HONGKONG BRANCH :- INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

LONDON BANKERS:

TARO HODSUMI, Manager.

Hongkong, 17th April, 1901. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE :- LONDON.

CAPITAL PAID-UP.....£800,000 RESERVE LIABILITY OF SHARE-T NTEREST ALLOWED on CURRENT L ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent. r. p. cochrane, p. Manager. Hongkong, 22nd May, 1901.

LIMITED. Authorised Capital.....£t,000,000 HEAD OFFICE:-HONGKONG.

Board of Directors:-Chan Kit Shan, Esq. | C. Ewens, Esq. | Chow Tung Shang, Esq. | J. T. Lauts, Esq. | Chief Manager, GEO. W. F. PLAYFAIR. Interest for 12 months Fixed 5 %

Hongkong, 20th December, 1899. TONGKONG AND SHANGHAI BANKING CORPORATION. RESERVE FUND ---

Sterling Reserve\$10,000,000 } \$13,000,000 RESERVE LIABILITY OF PROPTORS.\$10,000,000 COURT OF DIRECTORS:

R. SHEWAN, Esq., Chairman.

The Hon. J. J. KESWICK, Deputy Chairman. A. Haupt, Esq. D. M. Moses, Esq. N. A. Siebs, Esq. A. J. Raymond, Esq. | H. W. Slade, Esq. R. L. Richardson, Esq. H. E. Tomkins, Esq.

Paul Witkowski, Esq. H. Schübart, Esq. CHIEF MANAGER: Hongkong-Sir THOMAS JACKSON. MANAGER:

Shanghai-H. M. Bevis, Esq. LONDON HANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGRONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent.

per Annum on the daily balance. ON FIXED DEPOSITS: For 3 months, 23 per Cent. per Annum. For 6 months, 31 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum. Chief Manager.

Hongkong, 29th April, 1901. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAL BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 34 PER

CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT, per annum.

For the HONGKONG AND SHANGHAL BANKING CORPORATION, T. JACKSON,

Chief Manager. Hongkeing, 4th October, 1900.

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

 Shanghai Taels. SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000 Head Office: -SHANGHAL

Branches and Agencies. PEKING. CANTON. PENANG. CHEFOO. SINGAPORE. CHINKIANG. TIENTSIN. CHUNKING.

HANKOW. THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities. Bills discounted. INTEREST ALLOWED ON DEPOSITS.

1 % per Annum Fixed Deposits for 3 months. E. W. RUTTER, Manager.

Hongkong, 1st January, 1901. GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

\$5.00 P Cask of 375 lbs. Net ex Factory. \$3.00 \$ Bag of 250 bs.
SHEWAN, TOMES & CO., General Managers. Hongkong, 12th December, 1900.

Mails.

AND ORIENTAL STEAM PENINSULAR NAVIGATION_COMPANY

SHANGHAI Parramatta...R. T. Cook, R.N.R. ... About 24th May Freight or Passage. LONDON, &c..... Bengal*S. Barcham.......Noon, 25th May ... Freight or Passage. S'HAI & JAl'AN ... Java G. W. Gordon, R.N.R... About 31st May ... Freight or Passage. MARSEILLES Ceylon W. Hayward, R.N.R... About 1st June...... Freight or Passage. * (See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 17th May, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS:

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

THE NATIONAL BANK OF CHINA, N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

""Sailing Dates. STEAMERS. PREUSSEN.......WEDNESDAY, 29th May. IIAMBURG, Hamburg-Amerika LinieTHURSDAY, 13th June. SACIISENTHURSDAY, 27th June. KIAUTSCHOU, Hamburg-Amerika LinieTHURSDAY, 11th July. BAYERNTHUREDAY, 25th July. STUTTGART.....THURSDAY, 8th August. KONIG ALBERT.....THURSDAY, 22nd August.
PRINZESS IRENE....THURSDAY, 5th September. PRINZ IIEINRICH......THURSDAY, 19th September. PREUSSEN.......WEDNESDAY, 2nd October.

HAMBURG, Hamburg-Amerika LinieWEDNESDAY, 16th October. SACHSENWEDNESDAY, 30th October. KIAUTSCHOU, Hamburg-Amerika LinieWEDNESDAY, 13th November. RAYERNWEDNESDAY, 27th November.

N WEDNESDAY, the 29th day of May, 1901, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 27th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2150 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Hongkong, 15th May, 1901.

AGENTS.

HONGKONG

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56. For Terms, &c., apply to the MANAGER.

Hongkong, and July, 1900.

PER CASE OF 4 DOZ. QUARTS -6 DOZ. PINTS - - - - - - \$13

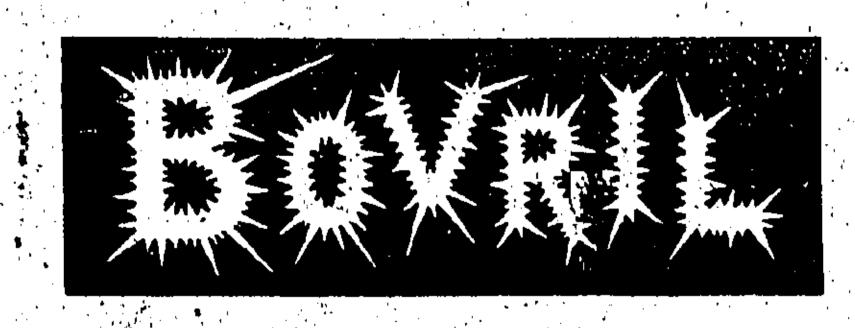
SOLE AGENTS:

H. PRICE & Co., 12, QUEEN'S ROAD.

Hongkong, and May, 1901.

Intimations.

Boyril Promotes Energy and takes away that thed feeling which life in the East pro--dirces.—Unrivalled-for-Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and



BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN . HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDENT......THOMAS SKINNER.



CHAMPAGNE.

No. 75.

JUST LANDED, A FRESH SUPPLY OF POMMERY AND GRENO, SEC. AND EXTRA SEC.

> Per Case of 1 Dozen Bottles 855.00 1 Bottles... \$58.00

> > SOLE AGENTS:

CALDBECK, MACGREGOR & Co..

WINE AND SPIKIL MEKCHINAIS.

15, Queen's Road, Hongkong, 15th May, 1901.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY, (Proprietors and Sole Manufactulers) 9, Old China Street, Shanghai.

12th October, 1898.

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED. NOTICE TO SHAREHOLDERS.

JOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above Company will be held at the OFFICE of the Undersigned, No. 5, Queen's Road Central, Hongkong, TO-MORROW, the 23rd May, at 3 o'clock, in the Asternoon, for the purpose of considering and (if thought fit) approving of an offer for the sale of the whole of the Company's property on Marine Lot No. 29, and Inland Lots No. 438-42, 613-615 on Terms and Conditions, which can be ascertained

MEYER & CO., -General Managers. Hongkong, 16th May, 1001. THE "STAR" FERRY COMPANY,

upon enquiry from the Undersigned.

LIMITED. NOTICE TO SHAREHOLDERS. THE THIRD ORDINARY ANNUAL THIS Company is being formed for the pur-

MEETING of SHAREHOLDERS in PANY'S OFFICE, No. 2, Connaught Road, at KAWAN ESTATE situated in Province the purpose of receiving the Report of the tinuing and extending the Cultivation of Sugar, Directors, with a Statement of Accounts to 30th cane and other produce.

The TRANSFER BOOKS of the Company as a Sugar Estate for many years, and the will be CLOSED from the 20th to the 29th instant, both Days inclusive. EDWARD OSBORNE, Secretary.

Hongkong, 17th May, 1901. BANQUE DE L'INDO-CHINE

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof, to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows: Series V 49, 120 15000 of \$1 (One Dollar) Series Z 49, 1 to 1,000 of \$1 (One Dollar)

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO CHINE accept no liability for the same. By Order of the Chief Manager in Saigon, For the BANQUE DE L'INDO-CHINE,

L. BERINDOAQUE, Hongkong, 26th February, 1901.

PETER SYS' WONDERFUL SPECIFIC.

Tomes & Co.)

COMPANY, LIMITED. TO BE INCORPORATED UNDER THE COM-PANIES ORDINANCES OF HONGKONG.

BATEL KAWAN SUGAR CULTIVATION

Directors: FRANCIS MAITLAND, Esq., (Messrs. Linstead & Davis). Hon. CATCHICK. PAUL CHATER, C.M.G. ROBERT G. SHEWAN, Esq., (Messrs. Shewan,

DAVID ELLSWORTH BROWN, Esq. CAPITAL\$400,000 in 8,000 Shares of \$50 each. Payable \$50 per Share on application

on 30th May, 1901. Of the Capital \$100,000 has been taken up in-Penang, \$150,000 in Hongkong, and the Balance \$150,000 is offered to the public.

pose of acquiring as a going concern the the above Company will be held at the COM- Valuable Property known, as the BATU Noon, on WEDNESDAY, the 29th May, for Wellesley, in the Straits Settlements, and con-The property has been cultivated and worked

> present proprietors are now offering the Estate for sale for private financial reasons. For Prospectus and full Particulars, apply to Messrs, LINSTEAD & DAVIS,

Hongkong, General Managers, or to Messis DEACON & HASTINGS, Hongkong,

/Application Forms may be obtained at the Company's Bankers, THE HONGKONG AND SHANGHAI BANKING CORPOVATION, Hong-

Hongkong, 17th May, 1901.

NOTICE.

THIS is to notify the Public that a person; I known as LEUNG CHUK SANG of WENG FAT. No. 24, Stanley Street, has no connection whatsoever with the Undersigned. WING FAT,

Printer, Stationer,

Acting Manager. No. 16, Pottinger Street, [261c | Hongkong, 21st May, 1901.

Intimations.

CANTON LAND CO., LIMITED.

JOTICE is hereby given that the follow-Numbered: In the Name of 51- 60 ANTHONY BABINGTON, Esq.

151-160 CREASY EWENS, Esq. 182-190 FUNG SHIU SAN, Esq. 10 101-200 10 201-210 10 246 255 A. G. G. GORDON, Esq.

10 311-320 ELEAZEK SILAS KELLAY, Esq.

'10 -331-340, 10 351-300 with transfer deeds attached having been LOS! New Certificates for the same will be issued One Month from the date hereof and the Original Certificates will be considered by the Company as Null and Void, and all persons

10 321-330

SHEWAN, TOMES & Co., General Managers. Hongkong, 7th May, 1901.

are hereby warned against accepting or nego-

NAVAL CONTRACT, -1901-1902, / CEALED TENDERS in Duplicate will be received by the DEPUTY VICTUALLING STORE OFFICER until NOON, on MONDAY,

the 10th June, 1901, for the SUPPLY of TEA for the use of H.M. NAVY for One Year ending 31st August, 1902. Printed Forms and Tenders and further particulars can be obtained at the Deputy Victualling Store Officer's Office.

Samples to accompany Tenders. * The right to reject the lowest or any Tender is reserved.

H. S. VAUGHAN, Deputy Victualling Store Officer (In Charge). Hongkong Victualling Yard, 20th May, 1901.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERN-MENT, Particulars of which may be seen at

NOTICE.

the Office of Messrs. GIBB, LIVINGSTON & CO., Hongkong, 13th February, 1901. [2000]

A PPLICATIONS are invited for the TY POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. , Applications and Copies of Testimonials to be sent to the undersigned from whom terms may be learnt. Appointment to be taken up as soon as possible.

THE BRITISH NORTH BORNEO CO.

GIBB, LIVINGSTON & CO.,

Hongkong, 26th January, 1901. WATCH MANUFACTURERS

STEAM FACTORY ESTABLISHED 1864

ST. IMIER, SWITZERLAND. SPECIALITIES: 1 LEVÈR WATCH & CHRONOGRAPHS.

TRADE MARKS: MAXIM, BERNA, &c. DEPAIRS of WATCHES and CLOCKS IN by competent European experts at

Moderate Rate. No. 10, Queen's Road Central. Hongkong, 15th May, 1001

SINGING, PIANO, MANDOLINE, . AND GUITAR

CIGNOR CATTANEO, having returned

to the Colony, has resumed Tuition. TERMS\$10 per Month. (Two Lessons per. Week). Application may be made by intending pupils through the ROBINSON PIANO Co. .

Hongkong, 27th April, 1901. [444c]

Insurances.

Strongest in the World." ONE DAY T00

In the life of almost every man there comes a day when it is impossible for him to buy life assurance at any price." To-day you may be able to pass a satisfactory examina-To-morrow the company

LATE

might decline your applica-Yet hundreds-yes, thousands of men say: "To-morrow, To-morrow"-And hundreds of widows and

orphans to fight the battle of life alone, as a result. Can you afford to run the THE EQUITABLE

LIFE ASSURANCE CO. F. KIENE, Manager, Hongkong.

NORTH GERMAN FIRE INSUBANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES:

SIEMSSEN & Co. Hongkong, 28th May, 1895.

Co-day's Advertisements.

NOTICE.

45,000 to lend upon First . Class Mortgage Security in large or small Amounts.

Apply— J. J. FRANCIS,

4. Des Veeux Road Hongkong, 11th May, 1901. BANK HOLIDAYS.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on FRIDAY, the 24th instant, the Anniversary of the BIRTHDAY of Her late Gracious Majesty QUEEN VICTORIA, and on MONDAY, the 27th instant, (WIIIT MONDAY)

For the CHARTERED BANK OF INDIA, Australia and China. T. P. COCHRANE, p. Manager, Hongkong.

For the HONGRONG & SHANGIFAL BANKING CORPORATION, T. JACKSON, Chief Manager.

the NATIONAL BANK OF CHINA, GEO. W. F. PLAYFAIR, Chief Manager.

For the MERCANTILE BANK OF INDIA, IOHN THURBURN, For the BANQUE DE L'INDO-CHINE,

Hongkong Agency,

É BERINDOAGUE, 'Acting Manager. For the BANK OF CHINA & JAPAN, LIMITED, Hongkong,

J. W. TAYLOR, For the YOKOHAMA SPECIE BANK, LIMITED, TARO HODSUMI,

Manager.

For the IMPERIAL BANK OF CHINA, E. W. RUTTER. Manager. For the DEUTSCH-ASIATISCHE BANK,

H. SCHOTTLAENDER, Acting Manager. Hongkong, 22nd May, 1001 INSURANCE HOLIDAYS.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, on FRIDAY, the 24th instant, the Anniversary of the BERTH. DAY of Her late Most Gracious Majesty QUEEN VICTORIA, and on MQNDAY, the 27th idem, (WHIT MONDAY), JARDINE, MATHESON & Co.,

General Agents, CANTON INSURANCE OFFICE, LD.

General Managers HONGKONG FIRE INSURANCE CO. For the Union Insurance Society OF

W. J. SAUNDERS, Secretary: For the NORTH-CHINA INSURANCE CO., LD. W. H. PERCIVAL,

CANTON, LIMITED,

For the CHINA TRADERS' INSURANCE CO. LIMITED,

W. H. RAY, Secretary. For the YANGTSZE INSURANCE ASSOCIATION,

SHEWAN, TOMES & Co. For the CHINA FIRE INSURANCE CO., LD., GEO, L. TOMLIN,

Secretary. Hongkong, 22nd May, 1901

THE SUPREME COURT OF

HONGKONG. THE Court will sit in SUMMARY JURIS-

DICTION, on SATURDAY, the 25th instant, at 10 A.M. instead of FRIDAY, the 24th instant. By the Court,

. W. NORTON-KYSHE, Hongkong, 22nd May, 1901. HONGKONG JOCKEY*CLUB.

MEETING, of SUBSCRIBERS and was killed. MEMBERS interested in ordering SUBSCRIPTION GRIFFINS for next Race Meeting will be held in the Chamber of Commerce Room, CITY HALL, on SATURDAY NEXT, the 25th instant, at 12 o'clock NOON, By Order,

T. F. HOUGH; Clerk of the Course. Hongkong, 22nd May, 1901.

RECULAR STEAMSHIP SERVICE TO NEW YORK,

·VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG. "AFRIDI"31st May. "HILLGLEN"14th June. "LOWTHER CASTLE"......30th June. "HEATHBURN"about 17th July. "HUDSON"..... 'IUPITER".... "SATSUMA"

For Freight and further, Information, apply DODWELL & Co., LIMITED, -

Hongkong, 22nd May, 1901.

EYE-SIGHT.

Mr. N. LAZARUS,

Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central,

(R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL). Business hours:—9 A.M. to 5 P.M.

GREAT proportion of cataracts and A - diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes-the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spills of

dimness when reading, weak eyes, the leners running together; any of these symptoms india. cate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies, his SPECTACLES only after testing the sight. ADVICE FREE.

Intimation.



WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

ÆRATED WATERS

IN THE FAR EAST.

OUR NEW FACTORY, facing the sea at the Praya Reclamation, is constructed with every attention to the best principles that sanitary science can suggest.

A perfect System of Kiltration is Manager, Hongkong. employed guaranteeing Absolute pur-

> The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS

attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testi fled to by the best English makers.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY. Longkong.

Hongkong, Wednesday, May 22, 1901.

REUTER'S TELEGRAMS. THE PROPOSED CHINESE LOAN.

LONDON, May 20th:

England and America are alone opposed to the proposed Chinese loan being guaranteed by the Powers.

THE CHINESE INDEMNITY.

Sir Ernest; Satow states that Great Britain favours a reduction of the indemnity.

BRITISH SOUTH AFRICA.

The British have occupied Carolina for the lifth time.

BRITISH SOUTH AFRICA. The Boers have detailed an armoured train by the explosion of a mine. Major

Heath of the South Lancashire Regiment

MR. CARNECIE'S CENEROUS GIFT TO SCOTLAND.

Mr." Carnegie has given two millions sterling for the purpose of providing free education for Scottish students at Edinburgh, Glasgow, St. Andrews, and Aberdeen Universities. English and Colonial students are excluded from the benefits of the gift.

WEATHER REPORT.

The Observatory report says:—

On the 22nd at 12.15 p.m. the barometer has risen on the China coast, particularly in th North. The depression in the North is probably moving Eastwards to the S. of Japan, and pressure is high over N. China. Gradients slight for N.E. winds on the China coast. Forecast:-Varying winds, S.W. to E., light to moderate; fine at first, changeable later.

LOCAL AND GENERAL,

A GOOD shorthand reporter is wanted, vide advertisement appearing elsewhere.

PARCEL Mail for Europe, etc. per sis. Bengal will close at 3 p.m. on Friday, the 24th instant.

THE Italian cruiser Calabria, which arrived at Colombo on the 2nd inst. from Singapore, lost three sailors when off Mount Lavinia. It seems that one of the crew fell overboard and a boat with two men was lowered, but the boat capsized and all three were drowned.

A SPECIAL telegram to the China Gazette dated Ichang, May 15th, says:-The body of Captain Breitag, master of the ill-fated new Geman steamer Suisang, which was lost on her tanden voyage from Ichang to Chungking, has been recovered from the river and was [1453b buried this microson in Ichang cometery,

receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ld., 50 Oucen's Road Central. The wrapper will enable us to check the delivery coolies

THE returns of the number of visitors to the City Hall Library and Museum for the week

ended 19th May are :---Library, Museum. Non-Chinese

Our readers may be interested to know that we happened the other day to see a Chinaman washing (?) vegetables for the market the other day, in one of those filthy open garden wells along the road to Kowloon City. The water was the colour of average sewage, and nearly as thick. It is to be hoped the cooks wash vegetables well, especially salad, before they are used; it is to be feared they don't.

IT may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

THE work on Sir Thomas Lipton's America Cup challenger Shamrock II. is practically completed and the launch will take place tomorrow, says a home paper of the 19th ult. Some delay in getting the boat finished was caused by the failure of many of the aluminium deck plates to withstand the test, and though this has since been made good, other delays have been caused by the difficulty in securing some of the smaller fittings,

THE Royal Siamese Naval Department informs all concerned, that the rock named Perse Rock, on which the British steamer Perse foundered in November 1900, has been surveyed and that its position is:--6"50' 05 N. Latitude, 99'36' 80 E. Longitude. The shoal, depth less than three fathoms, which surrounds the Rock, extends over 900 feet in the direction N. E .- S. W. The middle part extending over about 300 feet, which consists of stone and coral, is very uneven, the smallest depth being 6 feet at low

THE Fremdenblatt (Vienna) recently published an article expressing the heartiest sympathy with Lord Salisbury in his illness. The semiofficial organ says; "Lord Salisbury has always patriotically fulfilled his duty in safe-guarding Great Britain's interests. He has achieved many great successes, and always understood how to avoid conflicts with other Great Powers, or at any rate to deprive differences of their acute character. Lord Salisbury is, perhaps, second in importance to none of his predecessors as a statesman. He is one of the foremost figures in Europe at the present time, and there are few contemporaneous politicians who, in the event of their retirement, would leave such a void as Lord Salisbury.

THE task of raising the battleship Maine, says an exchange, will be undertaken by a company who charge nothing and give 3 per cent. of the profits to the Government of the United States. In addition, they will return all personal property belonging to the officers and crew of the ship. The salvage in the Maine is expected to be enormous. In its hold, according to the Government records, there is now £100,000 worth of ammunition and 100 tons of copper and brass. A hundred engines are stored away in the hulk of the vessel, while the armament and fittings are sure to be worth a considerable sum of money even if the vessel cannot be repaired. In this event the wreck will be broken up and sold for old metal and for historic souvenirs.

MR. Walter Long, whose dog-muzzling policy has caused his name to stink in the nostrils of those foolish folk who care more for a cur than they do for a Christian, is triumphantly vindicated by the annual report of the Registrar-General, says a home paper. During the year 1899 not a single death from hydrophobia was recorded, a fact which suggests, if it does not prove, that it is within the range of practical politics to stamp out hydrophobia by strict regulations. It is sad that one cannot observe | place. similar satisfactory progress in other directions. Consumption is as rife as ever, and cancer -that dread, mysterious malady concerning which the wisest of the wise know next to nothing at all—is still, for some occult reason, on the increase. As to marriages, we were marrying in haste until the war began; but the birth-rate for 1899 was the lowest ever recorded. That is a fact which "gives furiously to think."

JUDGE Snagge, of the Oxfordshire County Court, says a recent Pall Mall, is a man to be admired, in that he interprets his duties to the State in a broad and generous spirit. While sitting in judgment at Thame a case came before him in which the question of ancient lights was involved. Witness strove with witness, but the Judge could not get at the truth, despite the exquisite forensitiskill of counsel on either side. As the ancient lights in question were not far distant, Judge Snagge adjourned the court, and intimated that he would continue it within sight of the lights so that he should be able to judge of the facts from personal observation of them willeneath a spreading tree the court was accordingly held in truly patriarchal manner. The rain fell, as it was sure to do, but the court continued to sit until the case was finished. If more cases, borne in mind that the existence of the diswere tried in the open air the cause of justice would not necessarily suffer, and the health of those who are compelled to frequent courts of law would benefit exceedingly. In the good old days the criminal was frequently tried under the tree on which he was subsequently executed. And why not?

WE shall be obliged if any subscriber on THE St. Petersburg correspondent of the Daily Mail of the 15th ult, says the Corean Government has promulgated a law enforcing the penalty of death for opium-smoking.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order carly. See advertisement appearing eleswhere.

AT THE MAGISTRACY.

A COSTLY SKIN.

The unlawful possession of one bullock's skin cost Cheung Piu \$15 or four days' hard labour. He chose the latter.

DAMAGING TREES. Chan Kwai pleaded guilty to cutting and

and, being unable to pay the fine of \$1.5 imposed by Mr. Kemp, was sent to Gaol for a Tam Man Tai went to the lodgings of Ma Tse Kai, a boilermaker living at 92 Bulkely.

month's hard labour,

and clothing to the value of \$25. He was this

morning sentenced by Mr. Kemp to two

ROBBING A PORK BUTCHER. Tam Shing likes pork and to satisfy his craving for that delicacy went so far as to steal a nice. lump from the shop of Chan Loi. Chan gave chase and Tam was handed over to the Police. Defendant said the pork fell down as he was passing. One month!

STOLEN BREEKS.

. The unlawful possession of a pair of trouser valued at \$3.20 cost Chong Ng six weeks hare

AN OLD OFFENDER In Fuk, well and unfavourably known to the Police, pleaded guilty to the theft of four pieces of clothing, valued at \$11.00. Mr. Kemp imposed a sentence of two months' hard labour.

NO LICENCE. . Plying a licensed vehicle for hire without a driver's licence cost Yi Yuk a couple of

Charles Sainm, a German sailor from the s.s. Burnside, pleaded guilty to being drunk and incapable in Ice House Street. Mr. Kemp

FALSE, WEIGHT.

fined him the usual two dollars or seven days.

The possession of a false weight cost Cheng Hi, a fish hawker, \$15 or one month. He chose the latter.

STORING KEROSINE.

Police Sergeant Gordon charged three Chinamen with keeping kerosine on their premises other than for private use. Defendants pleaded guilty and were fined \$10 or two weeks each. They paid the fines.

The possession of four mace of prepared opium cost Kwang Yung \$8 or fourteen days. He paid up.

Five mace of opium dross cost Wong Cheung \$5 or fourteen days. He went to gaol.

Chan Mui, a married woman, pleaded guilty to the possession of 9 taels 1 mace of prepared opium. As she was unable to pay the fine of \$150 imposed by Mr. Kemp she went to gaol for three months.

THE PLAGUE.

Number of cases reported (Chinese 592 up till moon of the 21st Other Asiatics ? May, 1901 (Europeans..... 8 Number of cases reported Chinese27 Other Asiatics o

during the past 24 hours { Europeans Total number of cases reported to date 636

Number of deaths reported (Chinese 560 up till noon of the 21st { Other Asiatics 7 May, 1901 (Europeans..... Number of deaths reported Chinese24 during the past 24 hours {Europeans..... Other Asiatics o

Total number of deaths recorded to date 595 We regret to hear that Mr. R. A. Collins, of the Dragon Cycle Depot, D'Aguilar Street has contracted plague. He sometimes resided at Caine Road and sometimes in the same house in D'Aguilar Street occupied by the late Mr. Mehta. There can be little doubt but that he contracted the disease at the latter

We also hear that on Sunday last the Librarian of the Hongkong Club was found to be suffering from plague. He was inimediately removed and the library was disinfected. He is since dead.

The offices of the Stockbroker's Association, situated in Beaconsfield Arcade, were disinfected to-day owing to the discovery of a plague case there. This makes the seventh case from this block of buildings.

The plague returns for last week were:-Deaths113 Since noon on Saturday last the cases and deaths are:— Cases Chinese 90 Other Asiatics 2 European3 Deaths Chinese 89 Other Asiatics 3 Europeans

The returns for the 24 hours ending at noon on the 22nd May, 1894, were 27 deaths, including two Portuguese. 'The deaths to date numbered 298 and there were 75 patients under

It will thus be seen that up to date our returns for this year exceed those of 1894 by 263 case in 1894 was not discovered until May 10th. - Taking cases and deaths since that date this year the returns show.

Cases 373 Deaths 298 The plague this year appears to be of a particularly virulent form, death ensuing in many cases within eight hours.

PUBLIC HOLIDAY.

The following was issued yesterday in the form of a Gazette Extraordinary :-

GOVERNMENT NOTIFICATION .-- NO 299. His Excellency the Governor is, pleased to direct that the Anniversary of the Birthday of Her late Gracious Majesty Queen Victoria be observed in this Colony, on Friday, the 24th instant, as a Public Holiday, under the provisions of Ordinance No. 6 of 1875. By Command,

T. SERCOMBE SMITH, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 21st May, 1901.

A. S. WATSON & CO., LTD.

The sixteenth annual ordinary general meeting of the above Company took place damaging trees on Crown Land lat Tin Wan at the Hongkong Dispensary to-day at noon. There were present :- Messrs. H. Humphreys (in the Chair), H. P. White, E. Osborne, Hon. C. P. Chater, C.M.G., (Consulting Committee) J. A Jupp, W. H. Mancell (secretary), R. E. Humphreys, J. F. Reece, J. A. Tarrant and W. C. Taylor. Street, Hunghom, and walked off with money

The Secretary having read the notice convening the meeting,

The Chairman said :-- Gentlemen, before commencing the business of the meeting, there is a matter to which I must refer and that is the three cases of plague which occurred among the Company's European staff in the early part of this month. As you already know, two of the three cases terminated fatally, and it is with great regret that we have to record the deaths of Messis. H. C. Howorth and Harold Thorne from this, cause. Both were young that the trouble is now over and that the discase was in no way contracted through any fault of our premises, but from some unfortunate chance cause, such as the finding of a dead rat, of the bite of a parasite, which any Hongkong resident might be liable to. The Hongkong Dispensary premises have always been well looked after and maintained in a perfectly sanitary condition. The majority of the staff resided in the six storey building facing Queen's Road, which is a comparatively new structure completed only about ten years ago. Since the occurrence of the disease the entire premises have been thoroughly disinfected, the drains have been examined and the floors taken up but nothing whatever has been found that could in any way account for what has happened. As a precautionary measure the whole of the European staff is temporarily

housed in other quarters. The Chairman then rose again and said: Gentlemen, the Report and Statement of Accounts have been in your hands since the 10th instant, so with your permission we will as usual take them as read. The total of our stocks in trade shows a considerable increase over last years total. Nearly the whole of this increase has taken place at our European branches, especially in Manila, and is caused. by expansion of business generally, necessitating of course the carrying of larger stocks. Amongst the property assets you will have noticed that Remaining Portion of Kowloon Inland Lot No. 549 and Inland Lot No. 16 are not shown, having been sold during 1900 as mentioned in the Report. A new item of \$150,000 appears amongst these assets for vœux Road and is intended to be used as a | warehouse and sodawater factory when our new premises immediately adjoining, now in course of erection opposite the Hongkong Hotel, are completed. We mentioned at our last General meeting that if the Company's business continued to expand as it had been doing, it might be necessary in the future to ask shareholders to subscribe additional capital .- Such would have been the case before this had not the sale last year of Remaining Portion Kowloon Inland Lot No. 549 and Inland Lot No. 16, at a good profit over book values, provided us with a considerable sum of ready money for absorption, into the business and obviated for the time being any need for further capital. We have also sold this year Section A of Kowloon Inland Lot No. 550 and Kowloon Inland Lot No. 551 at a profit of \$25,438.00 over book values, which amount will appear in this years accounts. We have reserved 5000 square feet of Kowloon Inland Lot No. 550 for the purpose of erecting business premises there-in the near future. This land stands in our books at 40 cents per foot. You will be pleased to know that our

business this year up to date shows a steady expansion. I shall be pleased to answer an questions in connection with the Report and Statement of Accounts now under consideration before proceeding to move their adoption. Mr. Reece then put the following questions and the Chairman made the replies given

1. Having regard to the fact that the new regulations of the Company were-adopted and came into operation on the 20th December 1900 and the fact that Art. 80 of such Regulations is in its terms prospective only, how do the General Managers make out that they are entitled to a salary at the rate of \$7,200 per annum and to a commission of 5% on the net profits of the Company in respect of any period

prior to the said date? Having regard to the fact that the net profits of the Company cannot be ascertained until after the amount written off for depreciation has been deducted and to the fact, that in the Balance sheet the net profits for the year 1900 after writing off \$17,106.96 for depreciation appear to be \$174,503.96 how do the General Managers make out that the net profits for that year on which they claim amount to \$191,610,927,

3. In respect of what items of assets appearing in the Balance Sheet is the sum of \$17,106.96 for depreciation written off and how much is written off in respect of each of such items? 4. What is the total amount of commission that the General Managers have charged for the year 1900 under Art. 82 of the new Regulations and has any and how much of each commission been charged on goods ordered by or for

the Company prior to the 20th December 1900? 5. Have the General Managers, retained received or charged any other, and what remuneration or commission besides the remuneration cases and 297 deaths. It must, however, be and commission claimed by them under Articles 80 and 83 of the New Regulations?

6. What was the total cost of general management to the Company for the year 1899 and 1900 respectively?

7. What were the book values of Inland Lot No. 16 and the Remaining Portion of Kowlonn Inland Lot No. 1549 and for what sums were they respectively sold?

price was Marine Lot No. 3c purchased?

. O. The net profits for the year 1899 after writing off depreciation amounted to \$97,447.11. The net profits for the year 1900 after writing off; depreciation and deducting the extraordinary profit of \$82,173 derived from the sales of land amounted to \$97,447.11. The net profits for the year 1900 after writing off depreciation and deducting the extraordinary profit of \$82,173 derived from the sales of land amount to \$92,330.96. How do the General managers account for a falling off of \$5,116.15 in the ordinary profits of the husiness?

To. How is the Reserve Fund invested? Having regard to the fact that Art. 115 of the Old Regulations is not reproduced in the New Regulations is not "the Permanent Reserve Fund" established under that Article now subject to the provisions of Art. 86 para, 15 of the New Regulations and must not the whole of the Reserve Eund be invested-as-provided-bythe said paragraph? Is there any power under the said paragraph to place a sum of \$100,000 to the credit of Permanent Reserve Fund without at least specifically investing it? Is it not the fact that under the New Regulations the General Managers have no power to employ the Reserve Fund in the business of the Com-

The Chairman said in answer to Mr. Reece that he had received between 4 and 5 o'clock the previous evening a copy of certain questions which Mr. Reece signified his intention of asking at this meeting. The Chairman said that the questions covered a very large field and that he could not answer them as well'as he would like to do at such short notice but be would endeavour to the best of his ability to

In reply to question 1.—The Chairman said -Assuming for the moment that Mr. Reece is technically correct yet the General Managers consider themselves entitled to a salary of \$7,200,000 per annum and commission as shown in the accounts for the year 1900 a such was men of excellent character, and attainments, undoubtedly intended by the Company in Genand of great promise, and in their unfortunate eral Meeting when the resolutions were passdeaths the Company has lost two valuable ser- ed .- In any event commission on the big vants whom it will not be easy to replace. Mr. profit realised by the sale of Inland Lot No Hawkes, I am glad to say is improving daily 16 is due, as the transfer did not take place and we may soon expect to see him out of till the 31st December. Article to8 provides hospital. There seems to be no doubt that the | that the accounts are to be made up to the disease was contracted practically simultane- 31st December in each year so that it would ously by all three; there have been no further have been impossible for the profits for the cases and we may therefore reasonably assume | year to be ascertained or divided up on the 20th December.

In reply to question 2.—The Chairman said:-Amounts set aside for depreciation are legitimate appropriations of net profits, the same as paying a dividend or adding to reserve fund, and the net profits of the Company are determined before such appropriations are made. It is the custom with all the leading Public Companies here, take for instance the Dock Company, The Hongkong Bank, The Tramway Company and others, to write off after they have determined the net profits. In reply to question 3 .- The Chairman said:

the items were as follows:-- ... Furniture and Fittings...... \$5988.48 Soda Water Machinery 2118.48 · Chinese Branch Furniture

and Fittings 3000,00 Sec A of Inland Lut No. 17... 6000,00 The first three items come under the heading

of Stocks in Trade in the Balance Sheet, In reply to question 4.—The Chairman said:-The question applies to the London Agency. The total amount of commission for the year 1900 would amount to about £2000; the greater part of it was commission on goods ordered prior to December 20th, 1900. Out of this commission the London Agents have to pay office rent and rent of warehouses, salaries of all employees in London, rates lighting,

stationery and petty charges. In reply to question 5.-The Chairman

said :- The answer is in the negative. In reply to question 6.—The Chairman said: -The cost of general management in 1899 Marine, Lot No. 2 c against which there is a was \$13,000 of which sum \$3,600 was in the mortgage of \$140,000 shown amongst the shape of General Manager's fees. As the liabilities. This property is situated in Des | Chairman informed you at the last extraordinary general meeting held to confirm the new regulations in answer to a similar question of Mr. Recce's; when the late General Manager. Mr. J. D. Humphreys, was alive certain members of the present firm of general managers were holding, posts in the Company and were of course paid by the Company for their services, it was the chief reason for bringing forward the new regulations to alter this condition of affairs; as the General Managers considered that whatever remuneration they got should be for general management and individual members should not be receiving separate remuneration.

> For 1900 the remuneration for General Management is as shown in the Balance

In reply to question 7.—The Chairman said: -The book value of Inland, Lot No. 16 has been appearing in successive Balance Sheets for several years and I am rather surprised that Mr. Reece should think it necessary to ask the question, but I have no objection to saying that the price was \$149,000,00. The profit on the sale of this property was \$72,000.00. The profit on the sale of R. P. of Kowloon Inland Lot No. 549 was \$10.173.00. Mr. Reece then asked the book value of R.

P. of K. I. L. 549. The Chairman said he was: unable to say offhand as it was included with K. I. Lot 550 and 551 but to the best of hisrecollection the book price was 40 cents per square foot. The area about 22000 sq. ft. In reply to question 8.—The Chairman said -Marine Lot 2 C was purchased from the Land Investment Co. The object for which it

was purchased I have already told you of at In reply to question 9.—The Chairman said many reasons can be given. Such as increased cost of manufactured goods at home. Disturbances in the North of China necessarily affecting our Branches there and increased

salaries of the Staff. In reply to que tion to .- The Chairman said. -The Reserve Fund is invested in the business. We are advised that under Section 15 of Article. 86 the General Managers may set aside out of the profits such sum as they think proper as a reserve fund or for such purposes as the General Managers shall in their absolute discretion think conducive to the interests of the Company and in adding \$100,000 to Permanent Reserve Fund and investing it in the business we are of opinion that we were acting in the best

interests of the Company. In reply to a further question from Mr. Reece throwing a doubt on the validity of such transfer. to Permanent Reserve. The Chairman said I am advised that the

transfer is in order and within the meaning of There being no further questions the passing of the accounts as presented was proposed by the Chairman seconded by Mr. E. H. loseph and carried, Mr. Reece, being the only

The Chairman then proposed that the apappointment of The Hon. C. P. Chater Messrs... E. Osborne C. Ewens and H. P. White as a Consulting Committee be confirmed.

Mr. R. E. Humphreys seconded and the motion was carried, Mr. Reece dissenting. Mr. H. P. White proposed the re-election of 19 Mr. Francis Maitland as Auditor for the ensuing year. Mr. Terrey seconded. Unanim-8. From whom, for what purpose and at what | ously carried. Mr. Reece not voting The meeting then terminated.

SALE OF THE "SOBRAON."

At the sale by auction of the wreck of the Sobraon by Messrs. Hughes & Hough, it was stated that the amount of coal in the bunkers was 1,600 tons, not 1,200. With the first lot 2 Berthon boats were offered. The auctioneer also stated that a boiler and derricks were already in place, all but one, ready for shifting cargo., Everything was aboard at the present time exactly as the chief officer left the ship on Sunday, the 12th inst.

The first Lot, consisting of the hull, engines, etc., and 1,600 tons of coal in the bunkers was started at \$2,500 first bid; the price crept up slowly by \$100-a bid to \$7,500 at which price the lot was withdrawn. Lot 2, consisting of the various items in our advertisement had no

Lot 3, the boiler now on the steamers deck, had no bidder, and the auction was closed. The attendance was poor.

FIRE IN BEACONSFIELD ARCADE.

About ten o'clock last night fire broke out in the premises of the barber's shop known as Salon Richlieu, situated on the ground floor of depositors in gold. The banks claim that this Beaconsfield Arcade. The Fire Brigade were quickly on the spot, but all efforts at extinguishing the blaze proved unavailing, and the Brigade turned their attention to preventing the spread of the flames and were successful in confining the outbreak to the one room. The whole of the barber's shop was completely gutted, nothing but a few charred remains of shelves and other portions of woodwork remaining, together with a strong scent of various perfumes, the bottles containing which had apparently burst during the fire and thrown their contents over the whole room. So far there is no clue to the origin of the fire. understand that the contents of the shop were insured with the Commercial Union Assurance Company for twenty-five thousand dollars. The whole stock is a total loss.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column. 1

MUNICIPAL REFORM

To THE EDITOR-OF THE "HONGRONG TELEGRAPH." S1R,-Scrutator in his valuable letter to the Daily Press of this morning suggests that the question of Municipal reform in the Colony is one that might well be taken up by the China Association. It would not be possible for that with its special objects, and if the local branch were to exhibit any activity in that direction it .. would find, itself very speedily called to order by the Executive Committee in London, the fundamental principle of action of the China Association, as at present constituted, being to keep the peace with the Powers that be and to avoid any and every question that might stirup angry feeling among the official body. Any movement for a reform in the methods of government in Hongkong necessarily involves an attack on and condemnation of the existing regime and a vigorous onslaught on the system responsible for its continued existence, and such an attack, to be effective, must take the shape of an appeal to the public.

The following are the objects for which the China Association exists and outside of which it cannot well act. It would be well if it was able to show that it had performed any useful work with reference to the greater number of them.

(t) To represent, express and give effect to the opinion of the British Moreantile Community in their political and commercial relations with the Chinese and (2) To promote and protect the trade, commerce, ship-ping and manufactures of the United Kingdom, India and the Colonies with and in China, Hongkong

(1) To consider all questions connected with such trad ng and manufactures. (4) To propose or promote or oppose legislative and other measures allecting such trade, commerce, shipping and manufactures. To collect statistics and other iformation relating to such trade commerce ship

ping and manufactures. Trade commerce shipping and manufactures in China, Hongkong and Japan are the primary objects for the protection of which the Association is prepared to work, and the political functions of the members are limited to such portions of the political relations of Great Britain as are connected with our trading interests in China and Japane

Municipal reform in this colony and the improvement of the methods of Colonial Government generally are clearly outside the legitimate scope of the operations of the Association. As for any hope of getting together any body in Hongkong pledged to labour in the cause of reform, it is quite useless to attempt it until such time as there is a change in the management of the Hongkong Bank, or until Sir Thomas Jackson can be induced to take the lead in the movement. He dominates the Colony at present and if he frowned on the ambitions for the improvement of the position, to exist, as member after member dropped off, ments for a reasoned judgment. from it. Ask the head of the Princely House question. Who will bell the cat? If Scrutator | results. has the courage of his opinions why does he not put his name to his wery excellent letters.] and give us a leader in his own person?

COLD RESIDEET. Hongkong, May 22nd, 1901.

THE NORTHERN RAILWAYS.

BRIDGE RE-BUILT BY GERMANS.

The Peking correspondent of the New Press writing from Peking, May 10th says:-The railway bridge at Hangku on the Tongku-Shan-hai-kwan line was opened on Wednesday. There was a special ceremony at which General Reid, from Shan-hai-kwan, Colonel Macdonald, Director of Railways, and other, British officers from Peking, Tientsin and Tongku were present, as well as a number of German officers from Tientsin. The bridge request. The Germans have been all along anxious to "do something," and they have certainly done this work well-rather too well, probably, for those who will have ultimately from all future vessels, to pay the bill, namely, the railway shareholders. The construction is remarkable as being almost the only big work of its kind have gathered in respect of the new boilers as which has been done entirely without Chinese labour. It was curious to see German' soldiers working as coolies. They enjoyed it, as ing double pay and at the same time deriving valuable experience in bridge building. Great compliments were deservedly paid to Major anticipated that when the rest of China has to make experiments in large vessels? fallen to pieces the Hongku bridge will still

stand unimpaired. end to end, Shan-hai-kivan to Tongku and | boiler?

Peking. The Bombay Sappers and Miners have per- other installations in work besides those of the formed a useful work in clearing the River Peiho of the sunken junks which have formed | clads and cruisers at present in the China seas a danger to traffic since last August. The

unity for regaining their property and in some | do an act of justice in letting these facts be instances availed themselves of it. This week Tientsin has been shaken by a number of earthquake shocks every morning, due to the blasting operations. The clearance is now

The British are understood to have withdrawn from their position regarding the railway siding at Tientsin. The Russian view is stated to have been tipheld at home.

MANILA BANKS PROTEST.

WASHINGTON, April 1st. Representatives of the principal banking houses of Manila have filed with the Secretary of War complaints against the operation of an act of the Philippine commission entitled "An act to prevent discrimination against money

of the United States by banking institutions." The act provides that every bank of deposit in the Philippine Islands shall accept deposits both in the money of the United. States and in Mexican, and other local money, and shall honour cheques on or repay such deposits in the kind of money in which they are made. This means that deposits in gold must be paid to is unjust, that frequently gold deposited is not retained in the bank, and that they are willing to pay depositors in silver equal to the value

The papers filed with Secretary Root allege that the act is unconstitutional and ask that it be repealed.

CANCER MICROBE IDENTIFIED.

Dr. Gaylord, a medical professor of Buffalo University, claims to have discovered that which he has identified and isolated."

He asserts that the organism of cancer is undoubtedly a protozoan, and he has at least preliminary proof that the bodies, he finds are the organisms. The doctor declared that the eyele of development can be observed under the microscope, and that the parasite can be developed in culture tubes.

After an injection of these cancer protozoans into an animal they have been found by millions in its blood.

Dr. Gaylord says his experiments have proved the correctness of the observations of Pfeitier, I he thus inspected. It would be very useful in Skoebring, and other German scientists. He has been investigating the cause of cancer for several years, and his announcement has aroused the greatest interest in American medical circles. It is believed that his deductions, body to entertain the question consistently, if correct, may lead to the discovery of an effectoal cure for the dread disease. Dr. Gaylord will submit a full report on the

THE WATER TUBE BOILER

Advocate of India.

subject to the New York, Legislature.—The

QUESTION. TMR. DELAUNAY BELLEVILLE ON THE

PRELIMINARY REPORT OF THE BOILER COMMITTEE. SAINT DENIS, 23rd March, 1901. L

Sir, -- Since I had the honour of replying on the 13th March to questions you have been kind enough to address to me, I have received the preliminary report of the Water Tube Boiler Committee published in The Times of this same date, 13th March.

I think it necessary to place before the Admiralty the following observations which are suggested to me by the perusal of this docu-

After having stated in paragraph t that the advantages of the water tube boilers for service in the Navy, principally from a military point of view, are so great that their employment is certainly preferable to that, of the cylindrical type of boiler, the Committee state, paragraph to, that at the period when the Belleville boiler was introduced into the Royal Navy on the Powerful and the Terrible it was the only system of water tube boilers of large diameter which had been experimented on at sea on a considerable scale in actual service, and it was therefore possible to rightly consider it as the

best system of water tube boiler for the fleet, Now, on the Contrary, the Committee expresses the opinion, in paragraph, 2 of its Report, that the Belleville boiler has not as regards the other systems of water tube boilers, advantages of a nature to recommend its being fitted as best answering the needs of the British

It suggests even in paragraph 4 that the preference should be given to four other types of

This further opinion could only be justified if since the period of the installations of the Powerful and the Terrible the Belleville boiler had ceased "to be employed at sea on a considerable scale in active service," and if the efforts of the would be patriots and on their Admiralty had been able since this period to experiment with other types of water tube nothing could possibly come of their labours. |- boilers of sufficiently large proportions to per-In fact the Association would very soon, cease | mit of its finding in this experience the ele-

Now, so far as concerns the Belleville boiler, what he thinks of the state of affairs and he it has not ceased since the installation of the will tell you that the Colony is extremely well | Powerful and the Terrible to be extended in governed and that "all is for the best in this all the Navies of the globe, and its numerous best of all possible" colonies. It is the old applications give in every case the same good

As to the four types recommended by the Committe, to what extent have they been tried by the British Admiralty?

. Two of these types indicated by letters (a) and (b) have only been tried on torpedo-boat destroyers, and the Report itself states in paragraph 5 "that the trials which the Committee has witnessed have shown the difficulty of drawing from the experiments with torpedoboat destroyers conclusions strictly applicable to the largest vessels." Further, it is stated that the type (a) adopted for vessels under construction differs substantially from the model experimented on under the conditions above

As to the two other types proposed (c) and (d) incither of them has been tried in the

British fleet. 'In the absence of all comparative trials judged sufficient by the Committee itself, that is to say without any solid basis for establishdecide on the inferiority of one type in relation to other types, and to insist on its exclusion

And, in fact, after how long a period of exmuch and as detailed information as it now. possesses in respect of the Belleville boilers in Admiralty consider itself as possessing definite knowledge in regard to the safety, the cost of upkeep, and the risk of destruction or corrosion

the chance of a greater success any system

seven ships inspected by the Committee. Iron-Owners of the junks were given every opport | good condition. The Admiralty certainly would | neutralised.

It is impossible besides not to take account of the results of the experience acquired out-

side of the British Navy, In fact is it not a matter of public notoriety that the numerous vessels of the French marine provided with Bellevilles have accomplished distant repeated voyages, renewed, and always satisfactorily? Many of these large French ships are still at this moment in the waters of China and Japan, and it is certainly easy for the British Admiralty to ascertain by official means the good results which they are realis-

The memorandum joined to the presented letter mentions the principal work carried out by a certain number of these French war-

In another Navy a recent fact must be mentioned. The Japanese Admiralty taking delivery at Yokosuka of the cruiser Asuma built in France and fitted with Belleville boilers, wrote officially to the builders t congratulate them on the excellent results of this first voyage made with a Japanese crew.

Finally, I can rely on the evidence of the continuous voyages accomplished with the Belleville bollers by the mail boats of the Messageries Maritimes. The Committee is not ignorant of the results obtained, for it sent to Marseilles three of its members who visited in detail the boilers of the Indus, then about leaving, and those of the Lags immediately on her arrival from her regular voyage to China and Japan. The delegates of the Committee were able to state the perfect condition of the boilers of these mail boats. They were able to recognise particularly that as regards the Laos, the oldest of the vessels fitted with economisers, the tubes of the latter after three years' work cancer is caused by a tiny animal parasite | showed no signs of corrosioon. I permit myself to express regret that the Committee should not have specially mentioned this important result in its Report.

At the request of the Admiralty one of its engineer inspectors, Mr. Pitt, who went on board the Indus to China, was authorised by the Compagnie des Messageries Maritimes to study during the voyages the workings of the boilers and the engines of this mail boat. The Admiralty must necessarily have received from this officer precise information on the subject of the working of the Belleville boilers which the interest of truth that this information should be made known in the same degree as the appreciations of the Committee.

I add to this letter a statement of the number of thousand nautical miles travelled since their employment by each of the mail boats of the Messageries, Maritimes fitted with Belleville boilers. In no case has one of these mail boats been delayed from anything in connection with these boilers.

The Admiralty will certainly feel that, in these there are a number of notorious and important facts, which are worthy of being considered, and that in the face of results so numerous, so satisfactory, and so entirely in agreement, it can scarcely give effect to the proposition of the Committee to withdraw the order for Belleville boilers intended for vessels of which the construction has recently been decided on. no other type of boiler being able to present for the judgment of competent men and of the public possessing practical experience in such matters so many and such decisive results as those which I have summarised.

Such, Sir, are the principal observations suggested to me by the perusal of the Preliminary Report of the Water Tube Boiler Committee, and which it has appeared to me might usefully be submitted to the Admiralty. In a further letter I hope to examine from an exclusively technical point of view the opinions set forth in the Report.

DELAUNAY BELLEVILLE. Sir Evan MacGregor, K.C.B., Secretary of the Admiralty, Whitehall, London.

THE CHINA CLIPPERS.

Fairplay notices a little book entitled "The Good Old Days of Shipping " by Lieut. W. H. Coatos, and says :--

Perhaps the most interesting chapter in the book is that on "The China Clippers." In the early forties the Americans turned out some very fast ships for the China and other long trades. Freights between New York and San Francisco were then up to £7 and £8 a ton. The Flying Cloud, built by Donald Mackay at East Boston in 1857, made 4331 statute miles in one day, noon to noon. The Sovereign of the Seas, from the same yard, received as freight on her first voyage from New York to San Francisco \$84,000 (Li6,800). In her second year she made 6,245 miles in 22 days. The American clipper Surprise took outward cargoes from New York to San Francisco, made her way to China, and loaded tea at Canton for London. Her receipts for the round voyage_paid her entire cost and running expenses, besides leaving a profit of \$50,000 (her freight from Canton was £6 a ton). One of the Baltimore clippers, the Architect, secured in 1854 no less than £8 a ton freight from Canton to London. The success of the American vessels stimulated the energies of British builders. Mr. Richard Green's Challenger was pitted against the American clipper Challenge from Anjer home, and ship was staked against ship. The British ship beat the American by two days, making the passage in 62 days. Reference is made to the Lord of the Isles, the Tilania, the Ariel, the Fiery Cross, the Serica, the Tueping, the Tailsing, the Thermopyles, the Cutty Sark, the Sir Lancelot, and other famous British clippers.

THE LATE SIR EDWARD WATKIN.

England is not the country of Railway Kings, Edward William Watkin.: He is remembered by the present generation in London and the Southern Counties mainly as Chairman of the of his speeches always is crystalled with happy South-Eastern and Metropolitan Railway Com- | thoughts, which would jewel any phrase book. In the Manchester, Sheffield, and Lincolnshire Railway, the nucleus of the Great Central and est of the political world with Lord Salisbury. was rebuilt by the Germans on their own special ing a direct comparison, one is justified in now merged in that undertaking, and from time asking how the Committee has been able to to time was connected with other railway com- mediately behind the King. He has no rival panies in one capacity or another. The weight as a great Commoner. He hast just escaped. of responsibility which devolved upon him at being royal in the great sense of what is royal. one period of his life was, indeed, enough to crush a weaker man. In most of his enterperiments and of navigation will the Admiralty-prises he was successful, but there was one notable exception, the failure of which was, it may be believed, a great disappointment to himm. His chairmanship of the South Eastern its own fleet and in foreign vessels? After Company brought him into continual connecwell they might, seeing that they were receiv- what length of service, particularly, will the tion with French railway managers, and for many years he strove with all his might to not being his own, until he was forced secure a chotinuous railway between London to adopt it by party expedience. Then he, by and Paris by tunnelling the Channel. He' a natural paradox, loved it. His characteristic Gerhard who is responsible for the work. It is of the types of which it has not yet been able never admitted that the scheme was impracticable from the engineering point of view, and carved his career. When he made up his How then could it at present substitute with, in that opinion he was sustained by competent opinion both in England and France. The pro- or at the dictation of opportunism, he stuck to There is now no break in the railway from whatever of boilers in the place of the Belleville ject was not favoured, however, in this country, it as the only possible thing to do. where it was foreseen that, Whether it involved In the British Navy even there are many actual danger or not, its realisation was sure to result in panics from time to time almost as disastrous as an armed conflict. Sir Edward Watkin had ideas of his own that point, and have their Belleville boilers in all respects in Insisted that the tunnel could be effectively

BANK OF CHINA.

A SHAREHOLDER'S PLEA FOR LIQUIDATION.

At the meeting of the Bank of China and apan held on the 15th ult., says a home paper, Mr. W. Keswick, the chairman, observed that as the result of the bank's operations during the past year, although not so satisfactory as the as the board could have wished, the outcome fulfilled the expectations of the directors when they last met. The year had not been without its difficulties, and during the last half of it, business at Shanghai was comparatively at a standstill. Business at the other branches had, increased, and were the bank's resources greater, it could work more profitably The liquidation of the old bank was steadily proceeding, and the deficiency account now stood at £199,000, as against £207,000 in the account to December 31, 1899. Representations continue to be made through official circles in regard to the indebtedness of the Chinese shareholders, but the serious events in Peking had prevented any visible success.

In the discussion Mr. Basil Fleming strongly asked the chairman to give an undertaking that unless £50,000 or £60,000 were recovered during the current year from the Chinese proprietors, he would take action to liquidate the bank. He, the critic, considered that in view of the huge indemnity asked for by the Powers nothing would be obtained from the Chinese shareholders. The market value of the shares was very much less than the amount which would accrue from the realization of the assets. The chairman said it was impossible to give the undertaking asked for, but certainly the directors had no wish to continue the bank unless it proved successful. Mr. Fleming intimated that unless something were done to bring matters to a head he would be under the necessity of calling an extraordinary general meeting of the shareholders to consider the question of the future of the bank.

THE EARL OF ROSEBERY

The east wind-has played havoc with our men of light and leading. It has had Lord Salisbury at its feet. It has sent both Sir Henry Campbell-Bannerman and Sir William Harcourt to bed. It has tried the strongest and shaken the weakest. It has set the anxious inquirer asking nervously about the future-who is to lead us and emancipate us from the despair over the "sweet by-and-bye"? The old giants are shivering to their fall, as we are dismally warned. Where are we to look for a new set of giants? Who are the new men? Are there any new men at all? Periodically a ballon dessai is sent up from Printing House Square in the interests of Lord Rosebery, and anxious Liberals are told to keep their eye upon The Durdans, for here exists the one man capable of leading them to power and place. But the statesman most directly concerned makes no response. Apparently he does not care. When he breaks into speech his admirers say "How clever!" and Mr. Perks revives his project of establishing a Rosebery party in the House of Commons, with its own Whips, a political pocket Bible, and all complete. And so the Rosebery merry-go-round revolves from season to season.

I will, if you please, separate myself from the claque of flatterers, and consider Lord Rosebery from the standpoint of his defects. The heardinal defect of his character seems to those who have studied it closely to be a want of persistence. It was persistence that made Mr. Gladstone so successful and so brilliant as a statesman. His notion of the luxury of life consisted in the triumph of purpose. If he had been born a Roman he would have become a Cresar; if he had lived in the Middle Ages he would have died either a Cardinal or a great soldier. Men say Lord Rosebery has been spoilt. He

is too wealthy, for one thing. He has been too persistently flattered to be self-depreciative. which is the steadying-pole of the unprofessional nunter. Lord Rosebery is too gay a punter to be quite safe—in his own hands. He rails at the Liberals upon their divisions, but he does not bind them. His associates are naturally and inevitably amongst the highest and the weakest. Pleasure plays a large; if not a leading, part in his career, because pleasure has him completely and necessarily in her arms. He is too grave to be called a society butterfly. Yet even in his serious moments, when he is at the table of the House of Lords, or propounding problems of Empire or policy at the hospitable table of the City Liberal Club, you find it impossible not to associate him with the favourites of fortune, the sport of genius and the triumph of grace. The chronicles of the day usually trace his course from one charming home to another charming home, or depict him as a swallow flying to the sun, or vision his engagements amid the exalted gaieties of life and away from its squalor, its grime and dishonour. If Lord Rosebery were an ascetic it would be because of his inability to encompass the indulgence that is about him. His prodigal ability has made him incapable of bemoaning the lack of any intellectual grace. He is thus deprived of one of the stimulants known to capacity. He is a popular idol, who has obtained so readily every wish of his own that he relapses from time to time into intervals of despair, and in that humour yearns for sackcloth and the toil-earned sleep of the daily labourer. But the golden chariot of fame picks

finds him immersed in the gratuitous delights of his beneficent genius. Yet Lord Rosebery will remain for a long time the most interesting speaker known to Englishmen. He is what the Americans know as a " live " debater. His manner is fascinating. He looks fascination. His fine mobile face, his flexible delivery of language, his strong impressive voice, which suits itself to any quessays the Globe of the 15th ult., but if any Eng- tion, all seem to interpret his compact figure, lishman has had a claim to the title, it was Sir | and its suggestions of strength and encurance. Lord Rosebery is what he seems. He may be pronounced a showy rhetorician, but the track panies, but he was at the same time head of his own way he is the cleverest man in London and the most attractive. He divides the inter-As a social favourite he stands alone im-Critics who have studied Lord Rosebery by the light of certain actions, say that he lacks ballast. Perhaps it would be fairer to say he is too impressionable. I have heard it said that he is pione to take up the idea of the last man that he has been utiling to, and to play this for all its a bull Gladstone, as Prime Minister, never suffendered to an idea, persistence it was that shaped the weapon that mind, whether from his inner consciousness

> Lorp Rosebery may be classed as a brilliant Englishman. He has all the qualities of a brilliant Englishman. He doubtless, suffers from the defects of brillancy, he dazzles where he would convince. But it is a point well gained on the road to conviction when the person to be convinced in dazzled -- Sunday Sun.

AGUINALDO' FEARS ASSASSINATION.

(From Shanghai Papers.)

WASHINGTON, April 12th. The report that Aguinaldo fears assassination at the hands of the late General Luna's followers explains to army officers the reason why he has been kept at General MacArthur's palace. Ceneral Luna, was one of the best insurgent leaders who followed Aguinaldo in making war upon Americans. He was a bold and aggressive fighter; but after the defeat at Malolos he reported to Aguinaldo that the insurgents could not cope with the Americans and they had better make the best terms possible. Luna sent a delegation to Manila to discuss matters with General Otis and the Philippine Commission. After agreeing to his plan Aguinaldo sent for General Luna and had him assassinated in his presence. Army officers who were in the Philippines say the followers of Luna have sworn vengeance on Aguinaldo, and they do not believe the insurgent chief will ever be safe from assassination in Manila or in that part of Luzon, unless kept under the protection of Americans. War Department officials believe MacArthur will keep Aguinaldo a prisoners for some time, as much for his own safety as to prevent him from starting another insurrection.

NOTANDA. CALENDAR,

Meteorological means based on ten years'

observations to 1893.	•
Barometer	. 20.867
Humidity	. Sa. o
Rainfalt	150
TO-DAY,	

WEATHER REPORT.

On date at On date at 4 p.m. Barometer..... 29.89 29.81 Temperature 84 86 Humidity 75 Rainfall.....

TO-DAY.

Wednesday, 22nd May, 1901. Chinese-5th of 4th moon of 27th year of

Kwang-su. Sun-Rises 5hr. 19min. Sets 6hr. 33min. High water-Morning ohr. 51min. Low water-Morning 4hr. 25min. Afternoon 6hr. 25min, ANNIVERSARIES.

1899-Shanghai Magistrate and Yu Shiu Wan agreed over New Shanghai settlement.

TO-MORROW. Thursday, 23rd May, 1901.

Chinese-6th of 4th moon of 27th year .o. Kwang-sii. Sun-Rises 5hr. 19min. Seis 6hr. 34min. High water-Morning 1hr. 45min. Morning 11hr. 52min. Low water-Morning 5hr. 6min. Afternoon 7hr. 16min.

ANNIVERSARIES. 1898-The American Legation at Tokio, burnt 1868-Loss of the P. & O. steamer Benares on the Fisherman's Group.

1884-Fall of Berber. 1898—Japanese evacuate Wei-liai-wei. 1899-U.S.S. Olympia with Admiral Dewey or board arrives in Hongkong.

AAFUDA AULNUA,

TO-DAY. Cargo ex Melpomene subject to rent. 4 Cargo ex Nuernbery subject to tent. Cargo ex Gisela subject to rent.

TO-MORROW.

Daylight-O. S. K. Co.'s steamer Anning Maru leaves for Coast Ports. 3 p.m.—Extraordinary General Meeting of the Shareholders, of the Wanchai Ware-

house and Storage Co. Ld., at their

FRIDAY, 24th. 4 p.m.-N. Y. K. steamer Kasuga Maru leaves for Australian Ports via Manila etc. (About)-P. & O. S. N. steamer Parramatta

SHIPPING CAZETTE.

leaves for Shanghai.

In future the Telegraph shipping form sup plied to Captains of vessels will contain heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

The officers of the American steamer Taishun, are Captain Patterson; T. Stephen, chief officer; W. Kay, chief engineer; Chas Stuart, 2nd officer; A. Adair, 2nd engineer; Taylor, him-up in the morning, and in the afternoon | 3rd engineer. Jas. McDonald, chief engineer, s.s. Chwan-

May 20th.

shan, has been promoted chief engineer, Pak-R.H. A. Kellar, acting chief engineer, s.s.

Pakshan, has been promoted and engineer, Pakshan. A. Cameron, 3rd engineer, s.s. Pakshan, gone

Jos. Brown, chief engineer, s.s. Siam, has been promoted chief engineer, Chwanshan, Fred. Dean and engineer, s.s. Siam, has resigned his ship and joined the Siamese gunboat Makul Ragakumar. Percy Smith, Resigned P. W. D. joined s.s.

E. J. Stoddart, chief engineer, s.s. Diamante, gone home. Alex Whyllie, 3rd engineer, s.s. Diamante, has been promoted chief engineer, Diamante.

T. H. Williamson, 3rd engineer, s.s. Esmeralada, has been prompted 3rd engineer, Dia-T. Clark, feeigned from Douglas Co. 2nd engineer, Esmeraldas I. Furniss, from home leave has joined s.s.

SHIPPING AND MAIL HEWS.

Loongsang, chief engineer,

English (Parramatta) 24th instant. American (Dorie) 24th instant. Indian (Arratoon Apcar) 24th instant. Canadian (Empress of China) 28th instant. German (Sachsen) 28th instant. German (Preussen) 28th instant. Australian (Airlie) 28th instant American (Nippon Maru) 31st instant. American (Peru) 8th prox 1/2 American, (Coptic) 18th prox.

The O. & O. S. S. Co.'s steamer Doric, with Mails, &c., left Shanghai for this port this morning the 22nd inst, at daylight.

The G. L. Co.'s steamer Eastern, lest Kobe at noon yesterday, the 21st inst, and is due here on Sunday, the 26th inst.

The S. T. Co.'s steamer Indravelli arrived at-Yokohama yesterday and will leave for Hongkong on the afternoon of 22nd inst.

The O. & O.S. S. Co.'s steamer Coptic, with Mails &c., left San Francisco for this port via Honolula, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 21st inst.

The T. K. K. steamer America Maru with Mails &c., which left hence April 23rd for San Francisco, via Shanghai, Nagasaki, Kobe, Inland Sen, Yokohama and Honolulu, arrived at her destination on the 20th inst.

HONGRONG AND WHAMPON DOCK TETORES. U.S.S. Bennington ... at Union Kiang Tung..... Glengyle Burnside Meade Compania de Filipina Taicheong Colonies ,. Cosmopolitan Pettiana P. C. C. Klao

PASSED THE CANAL Outward-inh May-Benlawers, Glaucus Malaya, Hudson, Sydney, Sambia. 17th May -Flintshire, Alcinous, Rhein, Crusader,

Devonshire, Imogene, 'Homeward-i7th May-Idomeneus, Marburg, Tantalus, Silesia. Arrivals at Homo-18th May-Feibur.

Konig Albert, Stentor.

Shipping.

Arrivals:

ARISTEA, Austrian steamer, 2,208, G. M. Scopinich, 21st May,-Moji 14th May, Coal. -Mitsui Bussan Kaisha. TITARNIA, German steamer, 1,258, Krutzfieldt,

*22nd May,-Wilhelmshaven 1st April, and Singapore 15th May, General.—Jebsen & LOONGMOON, German steamer, 1,245, F.

Schulz, 22nd May,-Canton 21st May, General.-Siemssen & Co. TAKSANG, British steamer, 977, Baker, 22nd May,-Bangkok 10th May, Rice and Meal. -lardine, Matheson & Co.

YIK SANG, British steamer, 887, W. Zambei, 22nd May,-Newchwang and Chefoo 14th May, Beans and Peas .- Jardine, Matheson

HIROSHIMA MARU, Japanese steamer, 2,035, T. Murai, 22nd May,-Yokohama 11th May, General -Nippon Yusen Kaisha. DAPHNE, British sloop, 1,140, Wm. C. Paken-

ham, 22nd May,-Shanghai 18th May. Clearances at the Harbour Office. Germania, German str., for Amoy,_

La Rhone, French str., for Canton, Kongnam, British str., for Canton. Antonio Macleod, American str., for Iloilo. Mausang, British str., for Sandakan. Perla, British str., for Manila. Taichiow, German str., for Bangkok. -

Auping Maru, Japanese str., for Swatow, Yiksang, British str., for Canton. Sishan, British str., for Swatow.

Departures. May 22, Goodzoin, British str., for Singapore. May 22, Cheangchew, British str., for Amoy.

May 22, Dupline, German str., for Nagasaki. May 22, Petriana, British str., for Palembang. May 22, Woosung, British str., for Amoy. May 22, Whampoa, British str., for Canton. May 22, Perla, British str., for Manila.

May 22, Wing Sang, British str., for Canton. May 22, Mausang, British str., for Sandakan, May 22, Taichiow, German str., for Bangkok, May 22, Antonio MacLeod, American str., for

May 22, Isla de Luzon, American gunboat, for

"Passengers-Arrived.

Per Taksang, from Bangkok-103 Chinese. Per Rosetta Maru, from Australia for Hongkong-Mr. and Mrs. H. Lindsay and child Messrs. W. Griffiths, G. Whyte, C. A. Wrightbody, H. Jorvis, Mrs. Arpatler, Mr. and Mrs. Langhorn, Col. Spiebages, Mr. E. E. White, Mr. and Mrs. Lister, Master Lister, Messrs. Moran, H. Richardson, Sheperdson, A. Marchison and T. Keman. For Kobe-Mr. Kl. Morita' and Miss T. Koyama. For Yokohama-Misses H. Darley, Mr. Wright, Miss Bolydon, Mr. A. Smith, Miss E. Auherson, Mrs. S. Boyce, Mr. Sweet, Mr. and Mrs. T. Artherton, Messra. Hikokuro Takayama, S. Goshida, Lieut. Mc-Donnell, Dr. A. E. McDonnell, Lady Gordon, Messrs. Howes, L.-M. Robbins, Mr. and Mrs. Conrad. Misses Schwabe, K. Numata, Mr. O. Goshimura, Mrs. M. Haruguchi, and Mrs. Kernan and child.

SHIPPING REPORTS.

Capt. Baker, of the steamship. Taksang, from Bangkok, reports :- Moderate S.W. monsoon, N. swell, and fine clear weather.

Captain G. M. Scopinich, of the steamship Aristea, from Moji, reports:-Strong N.N.E. winds with heavy sea from Goto Island to Breaker Point.

Capt. W. Zambei, of the steamship Yiksang, from Newchwang and Chefoo, reports :- From Chefoo to Tung Ying light N. wind and smooth sea, from Tung Ying to Lamock fresh N.W. winds and sea, thence light S.W. winds and smooth sea to port.

STEAMERS EXPECTED.

Names.	From	Duc
	4	1 2 2 2 2 2
Parramatla	Singanore	May 24th
Doric		May 24th
Arratoon Apcar	Singapore	May 24th
Nankin	ISingapore	I Baran marat
Eastern		Mar AZAL
. with tess of Ching.	lianan	IREAN ADAL.
Ticusten	Haban	Mov alek
Outlinell	Dingapore	May aRit
Airlie	Port Darwin	May alek
'''') ppon maru	Hapan	Man Aret
Peru	San Francisco	Tilde Rik
	San Francisco	lune 18th

The N.P. Co. setcamor Genogic arrived in their clarks to furnish the managers of shipping firms to the fully target the managers of shipping firms or doing respectively.

YUSEN

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO RETERMINE				
	STEAMERS.	DESTINATIONS.	SAILING DATES.	
	WAKASA MARU		To-morkow, 23rd May, a Noon.	at
	ROSETTA MARU	NAGASAKI, KOBE and YOKO-	FRIDAY, 24th May, a Noon.	at
	HIROSHIMA MARU S. Yoshizawa	{BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 24th May, 3 Noon.	at
		SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND,		

MARSEILLES, LONDON & ANT. WERP, VIA SINGAPORE, PENANG, - COLOMBO and PORT SAID W. Bainbridge * Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and

Atlantic Steamers. For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

S. MIHARA, Manager.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and .

AMERICAN PORTS).

Captain S. Barcham, carrying His Majesty's

Mails, will be despatched from this fo

BOMBAY, on SATURDAY, the 25th instant

at Noon, taking Passengers and Cargo for the

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

Parcels will be received at this Office until

,P.M. the day before sailing. The Contents and

Shippers are particularly requested to note

COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

IN CONNECTION WITH

THE attention of Passengers is directed to

HONGKONG TO LONDON £52.

DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £48.

the American Continent; two trans-continental,

trains daily from TACOMA. DINING CAR is

attached to trans-continental trains day and

night; TACOMA to NEW YORK in 41 days.

Magnificent Scenery of the ROCKY and

CASCADE MOUNTAINS. The YELLOWSTONE

HONGKONG TO VICTORIA,

TACOMA £35 .

The best route to the KLONDYKE GOLD

TIELDS. Frequent Sailings from VICTORIA,

Rates of Passage to other Points on applica-

Special rates allowed to mentbers of Govern-

For further Information as to Passage or

General Agents.

D. NOMA,

-No. 12,

Benconsfield

Freight, apply to DODWELL & Co., LIMITED,

NEW GOODS.

TACOMA to DYEA and ST. MICHAEL

Hangkang, 6th May, 1001

NATIONAL PARK route.

ment Services.

HAND.

The Railroad travelling is second to none on

Passengers to EUROPE may proceed by one

Captains.

Superintendent.

vid Bombay with Transhipment.

Value of all Packages are required.

For further Particulars, apply to

" " BENGAL,"

THE Steamship

STRAITS, CEYLON, AUSTRALIA, INDIA

Hongkong, 22nd May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. NIPPON MARU (via) Shanghai, Nagasaki, Tuesday, 11th June, Kobe, Inland Sea, Yokohama & Hono-

AMERICA MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono-HONGKONG MARU

(via Shanghai, Naga-Tuesday, 30th July,

Thursday, 4th July,

saki, Kobe, Inland Sea, Yokohama and Honolulu)

THE Twin Screw Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break

their journey at any point en route. Through Passage Tickets granted to England, the terms and conditions of the Company's France, and Germany by all trans-Atlantic Bills of Lading. lines of steamers, and to the principal cities of

the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO : Hongkong, 14th May, 1904, EUROPE have the choice of Overland Kall routes from San Francisco including the NORTHERN PAGIFIC STEAMSHIP SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of

£4 in addition to the regular wriff rate. Passengers holding orders for OVERLAND SHANGHAI, INLAND SEA OF JAPAN, CITIES in the United States have between KORE AND VOKOHAMA San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, FOR VICTORIA, B.C., AND TACOMA, UNION PACIFIC, DENVER and RIO GRANDE, Chicago to destination the choice of direct NORTHERN PACIFIC RAILWAY CO.

Particulars of the various routes can be had

on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Victoria 3,502 J. Panton ... May 28 Diplomatic, and Civil Services, to European Braemar 3,601 W. Watt..... June 7 officials in the service of China and Japan, and Glenogle 3,750 W. Frakes... June 28 to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to to the PACIFIC COAST and to the INTERIOR Havana, Trinidad, and Demerara, and to ports and EASTERN CITIES of the UNITED STATES in Mexico, Central and South America, by the land to EUROPE. Company's and connecting Steamers.

rreight will be received on board until 4 Excellent accommodation. First-class Table. P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be of the first class ATLANTIC MAIL LINES. marked to address in full; value of same is

Consular Invoices to accompany Cargo destined to points beyond. San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the

Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent. Mondienno 18th May """

PORTLAND AND ASIATIC STEAMSHIP

COMPANY. Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships

"INDRAVELLI," "INDRAPURA," KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.,) Calling at Shanghai, Nagasaki, Moji, Kobe,

and YOKOHAMA.

THE Steamship

"INDRAVELLI," will be despatched for PORTLAND (OR,) about 5th June, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through Rates of Freight and further Information communicate with, or apply to ALLAN CAMERON. General Agentalie

Mails.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

The Overland Railways; and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

,n (FROM HONGKONG. SATURDAY, 25th May, at Noon.
	•		
		•	The Manual of the second secon
	4 f L . P f NY. 1 33		
MOSTY OF I	ERING		TUESDAY, 23rd July, at Noon.
OHPUIO			

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCU, and SHANGHAIA, NACASAKI, INLAND SEA, KUDE, YOKUHAMA and HONO-L.UI.U, on SATULDAY, the 25th thetant, at Noon, taking Freight for Japan, the United States,

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany by all trans-Atlantic Through Passinge Tickets granted to England, France and Germany Brance Through Thr

be obtained upon application. Passengers holding through ORDERS TO EUROPE have the choice of the Overland. Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAIL-WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the

regular tariff rate. Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage. Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and reembark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or Uhina and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities-of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages

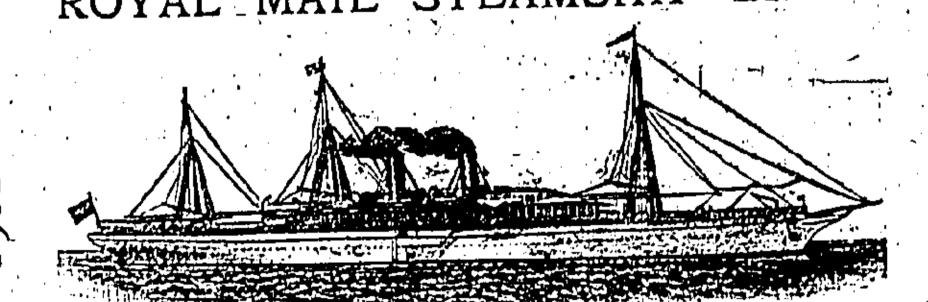
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold

or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. GEORGE ECKLEY, Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY. SPEED. · SAFETY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG:

EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 5th June. EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 26th June. EMPRESS OF JAPAN ... Comdr. H. Pybus, R.N.R......... WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND I SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS | time. All parcels should be marked to address the very cheap rates offered by this Line of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL-RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. Hongkong, 15th May, 1901.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to Antwerp, Amsterdam, Rotterdam, Liseon, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM SUBJECT TO ALTERATION.

STEAMERS. SUEVIA..... Wagner SEGOVIAl Foerck) WITTENBERG ... ?

DESTINATIONS. HAVRE and HAMBURG. (Calling at SINGAPORE). HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.) HAVRE and HAMBURG.

SAILING DATES. 24th May. | Freight. toth June. Freight.

Hempel (Calling at SINGAPORE and COLOMBO). For further Particulars, apply to. HAMBURG-AMERIKA LINIE, HONGKONG OFFICE,

Shipping—Steamers.

COMPANY,

	LIED.		<u> </u>
FOR	STEAMERS.	То	SAIL.
AMOY, SINGAPORE, SAMARANG and SOURABAYA SHANGHAI TIENTSIN MANILA	" WHAMPOA" " KWEIYANG " " CHANGSHA "*	29th instant 29th instant 5th June. 10th June.	

* The Attention of Passengers, is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried:

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th May, 1901. COMPANY. STEAMSHIP. OCEAN

OUTWARDS. PROMETHEUS." Sth May.

HOMEWARDS.

TO SAIL. STEAMERS. RHIPEUS ".... LIVERPOOL (DIRECT)..... (Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE, Agonts, O. S. S. Co.

THE Company's Steamship

FOR FOOCHOW VIA SWATOW AND

"ANPING MARU,"

above Port, TO-MORROW, the 23rd instant

INDO-CHINA STEAM NAVIGATION

COMPANY. LIMITED.

FOR MANILA.

"YUENSANG."

on FRIDAY, the 24th instant, at 4 P.M.

with Electric Light and carries a Doctor,

For Freight or Passage, apply to

THE Company's Screw Steamship

Hongkong, 18th May, 1901.

Doctor and Stewardess carried.

Hongkong, 16th May, 1901.

THE Steamship

Electric-light

ire carried.

For Freight or Passage, apply to

Captain Rolfe, will be despatched as above

This Steamer-has Superior Accommodation

for First class Passengers, is fitted throughout

NIPPON YUSEN KAISHA.

FOR MANILA.

"KASUGA MARU,"

This Mail Steamer is provided with Superior

Accommodation and with all modern fittings

and improvements for the safety and comfort of

Passengers. Electric light and Refrigerator.

Return Tickets issued by this Company are

A. S. MIHARA,

available for return by steamers of the other

EASTERN AND AUSTRALIAN STEAM.

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

LAND PORTS, and taking through Cargo

to Adelaide, New Zealand,

TASMANIA, &c.)

Captain Ellis, will be despatched as above

This well-known Steamer is specially fitted

This Steamer is installed throughout with the

A Stewardess and a duly-qualified Surgeon

N.B. Return Tickets issued by this Com-

pany to and from AUSTRALIA, are available for

return by the Steamers of the CHINA NAVIGA-

AUSTRIAN LLOYD'S STEAM NAVIGA-

TION COMPANY.

STEAM FOR

SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated

Line to TRIESTE).

"MELPOMENE,"

Captain Matcovich, will be despatched as above

For Information as to Passage and Freight,

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

SANDER, WIELER & Co.,

GIBB, LIVINGSTON & Co.,

on THURSDAY, the 30th instant, at 5 P.M.

sions, Ice, &c., throughout the voyage.

TION COMPANY and vice versa.

Hongkong, 14th May, 1901,

THE Company's Steamship

on FRIDAY, the 31st instant, P.M.

Hongkong, 20th May, 1901.

For Preight or Passage, apply to

Calling at TIMOR, PORT DARWIN & QUEENS-

JARDINE, MATHESON & Co.,

General Managers.

For Freight or Passage, apply to

Hongkong, 22nd May, 1901.

THE Company's Steamship

Captain S. Atsumi, will be despatched for the

THE MITSUI BUSSAN KAISHA.

THE OSAKA SHOSEN KAISHA, - LIMITED.

at Daylight.

THE OSAKA SHOSEN KAISHA, LIMITED.

Hongkong, 20th May, 1901.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship "DAIJIN MARU," 2

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 26th instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th May, 1001. THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI AND KELUNG. THE Company's Steamship

"AKASHI MARU," Captain K. Sudzuki, will be despatched as above on TUESDAY, the 28th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA Hongkong, 21st May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANTING VIA SWATOW AND AMOY. THE Company's Steamship "MAIDZURU_MARU," Captain K. Sobajima, will be despatched for the

above Ports, on WEDNESDAY, the 29th instant. For Freight or Passage, apply to .
THE-MITSUI BUSSAN KAISHA, (3,873 Tons Gross, Captain H. Fraser), will be despatched for the above Port, on FRIDAY, [226c the 24th instant, at 4 P.M.

Hongkong, 21st May, 1901., CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY. IN CONNECTION WITH-THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU. Taking Cargo and Passengers to JAPAN PORTS, and Honolulu, The United States, &c.

Belgian King. 3.379 THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKO-HAMA and HONOLULU, on or about

about | June 10

the 10th June. Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M.

for Passengers, and has a Refrigerating Chamthe day previous to sailing. Parcel packages ber, which ensures the supply of Fresh Proviwill be received at the OFFICE until the same

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For further Information as to Freight o

Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan. Honokone 15th/May, 1001

"GLEN" LINE OF STEAMERS. FOR NEW YORK.

THE Company's Steamship "GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901. For Freight or Passage, apply to

MCGREGOR BROS & GOW, Agents. Hongkong, 18th May, 1901. UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"INDRANI" , will be despatched as above on or about the 25th June. For Freight, apply to JARDINÉ, MATHESON & Co., Agents.

Hongkong, 16th May, 1901. SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

will be despatched for the above Port, on or about the 1st August. For Freight, apply to SHEWAN, TOMES & Co.,

Agents

The state of the s

ITS USE

Bank Buildings.

AVOID ALL RISK OF OUTBREAK BY W. G. HUMPHREYS & Co.,

THE FAR EASTERN WAR-ULOUD.

The Mancient friendship" between Russia and the United States, which is always alluded to in the Russian communications to our State Department, does not seem to be indulged in just now by the American newspapers, whose sympathies are frankly and openly with China in the Manchurian affair, with Armistead, Miss A. J. Japan in the rivalry for Korea, and with the Anderson, R. A. J. rioters and malcontents in the Czar's home dominions. Few of the newspapers doubt that war between Russia and Japan is "in sight," and many of them believe that the sooner it begins the worse for Russia. Observers of the situation have been saying for several years what the first secretary of the Japanese legation in London said last week, that the question is merely whether Japan is "to fight Russia now or to fight her later on," and the New York Journal of Commerce, in an enlightening editorial, tells why. The Japanese archipelago, in population, in area, and in progressive spirit, strikingly resembles the British Isles. Like Great Britain, too, Japan has to import foodstuffs, and as the population is increasing at the rate of 400,000 a year, the people must of necessity turn to manufacturing, and as the manufacturing increases, the more pressing becomes the demand for a foreign market This triple demand, for a source of food-supply for an outlet for surplus population, and for a foreign market, is met by the kingdom of Korea, and next by Manchuria. But on the north and west the Russian is crowding hard upon Manchuria, and Korea, and "the question is," says The Journal of Commerce, "whether it shall be the destiny of Korea to be counted as a Russian province or an appanage of Japan, and it is becoming every day more probable that this question will not be settled except by the arbitrament of war." Manchuria would the Japanese territory to-day had not Russia, France, and Germany stepped in at the close of the Chinese-Japanese war and compelled Japan to accept cash instead territory as indemnity; and it is remarked that the irony of history is shown in the fact that Russia herself is now trying to take the province that she so sternly saved to China half a dozen years ago, and that Japan may prevent it with her new navy that was built with the cash indemnity.

As to the Russian side of the contention The Journal of Commerce says that "obviously with the whole of Korea in Japanese hands the overland connections between the Russian base on the Pacific and that in the Gulf of Pe-chi-li would never be safe"; but, it continues, "it need hardly be added that, with Korea in Russian hands, there would be noth ing to prevent the government of the Czar making another Finland of Japan."

"Bismarck once said," remarks the Springfield Republican, "that if war was to come sooner or later, he preferred to have it later; the Japanese may conclude that if war must come with Russia sooner or later, it were better - to have it sooner." This view is explained by the New York Mail and Express, which says:

"With her Transsiberian railroad incomplete, with her forces acting among a remote and hostile population and overmatched by those which Japan has to hand, and with her Asiatic fleet outclassed, Russia would have the same ugly problem to handle that proved too weighty for Napoleon when he reached across Europe to attack Moscow. Now, if ever, is the time for Japan to vindicate her claim to the leadership of the yellow man. What Russia contemplates in North China is merely an embarrassment to us and something more to Europe; it is a matter of life and death to China and of only less import to Japan."

Russia has a far greater army and greater navy than Japan, but so large a part of both arms of the service is tied up in Europe and European waters that Japan seems to be, on the spot, more than a match for the forces of the Czar. If France should join Russia, however, the balance would be the other way. The United States and Great Britain have joined Japan in protesting against the Russian ab- Havermeyer, F. C. sorption of Manchuria, and many papers think Huby, G. that these protests have nerved the Chinese | Harrison, Mrs. P. officials to their refusal to assent to the spolia-Hamilton, Mrs. H. tion; but no one seems to believe that our Hallard, F. J. Government will resort to force, even if Russia disregards our wishes. Russian absorption of Hay, Rev.-N.E. Manchuria might mean the loss of our trade in that rich province, however, and the Providence Journal the Washington Star, and other influential p. pers urge that every protest that our Government can make, short of actual force, should be made.

The Boston Transcript thinks the powers ought to interfere to prevent a Russo-Japanese war and the defeat, which it thinks would follow, of Japan. It says.

"The story of David and Goliath has always been an interesting one, but repetitions of it have not all had as satisfactory endings as the original.' . . . Certainly the other powers have some responsibility in the matter of preventing such an unequal struggle as is here threatened. They cannot stand by, unless the whole world has become brutalized at once, and see this new. civilization extinguished in its first blossoming. The peace and progress and welfare of the world depend upon its fruitage. It should be guided and nurtured, and, if necessary, even restrained, that it may not be destroyed by such a cataclysm of world-combats. It is the child of a new century, and to see it cut off as it just comes upon the stage of being would indeed be cause for world-bereavement. Better that a dozen Manchurias should be Russianized than that such a tragedy should occur." Literary

HOW THE NAVAL BEARD CAME IN

In 'The Life of the Right Hon. Hugh Childers, recently issued by Mr. John Murray, the story is told of Prince Leiningen, captain of the royal yacht in 1869, pointing out to Mr. Childers the extreme difficulty sailors had in shaving at sea, and suggesting that beards should be allowed. This letter was enclosed Ahmed Deen, I.P.C. Johnson, C. P., in one from the Queen, who wrote:-

BALMORAL, June 17, 1869. Has Mr. Childers ascertained anything on the subject of the beards? The old officers will certainly be against it; it should be referred. to those now serving, and who look more to the comforts of the men than formerly. At the Queen anticipated, nearly all the flag

officers objected, but despite their opposition Mr. Childers submitted a draft order on the subject to her Majesty, who replied :---

"WINDSOR CASTLE, June 17, 1869. 41 "The Queen thanks Mr. Childers very much Bortolo. B. for his communication on the subject of heards. | Bobal Singh She thinks the order will do extremely well. | Clarkson, G. Her own personal feeling would be for the beards without the moustaches as the latter have rather a soldier-like appearance; but then the object in view would not be obtained, viz., to prevent the necessity for shaving. There Crane, R. H. fore, it had better be as proposed—the entire. Cox, Miss M. J. beard, only ; it should be.k.

The Queen wrote ap The Quoen wishes t gobservation respecting no account should without beards. Th stood.

UNCLAIMED LETTERS AT THE POST OFFICE.

Larkin, A.

Letters for the following persons lie un claimed at the Post Office;-Arthur, T. Auger, Bishop Van Armistead, Miss A. J.

Bird, W. B. M.

Bohm, O.

Buhning, N.

Bergerowski, C.

Carpenter, F. G.

Chapman, W.

Cartlidge, J.

Cowte, E. H.

Comic, Mrs.

Chanes, L. L.

Comrie, I. P.

Chu, Miss R.

Cuncin, Mrs.

Darlington, H.

Dautkewich, P.

Dunbar, T. E.

Dipple, Mrs.

Deas, W. P.

Dadson, W.

Dean, F.

Etienne, C.

Etzel, L. L.

Elkins, S. B.

Edmunds, H. W. S.

Fernandez, V. D.

Frieburg, S. S.

French, Mrs.

Fobris, G.

Goelz, F.

Gyr, H. W.

Goodwin, L.

Georgeson,

Grunstein, B.

Greenwood, T.

Green, Mrs. G.

Grimes, J. B.

Hachez, H.

Hooley, P. F. G.

Hendersen, W. L.

Harding, H. G.

Hakata, C.

Harwood, T.

Hughes, Mrs.

Insley, Hrs. H. R.

leffries, Rev. M.

Hughes, E.

Johnson, J.

oasiano, S.

Jor, A. (Sailor)

Jenkins, C. M.

Jansson, Andreas

Kirkpatrick, M. C.

Kneuzle and Streiff

Kukman, G. W.

Knapp, Jr., W.

Kobruson, C. J.

Lawring, C. C.

London, H. J.

aglaize. L.

Liesa, Miss

Buta Singh

Brewery,

Cotewall, H. R.

Lester, H.

ama, Mrs.

Kinn, C. H.

Celpor, G.

Karmantz, S.

Kelton, W.

Hoag, P. V.

Gordon, J. A.

Graham, Miss L.

Gomes, J.

Garratt, S.

Glendinning, R.

Darley, Miss H.

Carrington, J. C.

Drewes, Capt. H.

Dannenberg, Miss E

Callesen, Capt. V.

Candler, W.

Leon, C. Lion, A. D. ·Lawson, J H. Minchin, D. J. Molty, M. Moothouse, J. Merry, Mrs. D. J. Menasché, L. Moore, J. W. Murphy, Mrs. F. Marcus, T. R. McGregor, A. Bernedo, J. G. G. Mills, W. Maxwell, Lieut. D. H. Myer, J. D. Bastchersky, M. de Barton, Miss'A. C. Barton, A. L. L. Buissinné, W. T. Mein, W. Burroughs, Miss

Mattseen, J. F. 🥊 Mui, Miss A. Murphy, Capt. A. Morrison, Father. Massom, S. H. B. Nash, F. Nato, F. Nicol, J. A. Neilson, E. O'Beirne, J. Chading, Brothers & Osawa, Miss Oakley, Miss Oakley, Miss Palmer, I

O'Connor, Mrs. J. M. Partridge, Dr. L. S. Phillips, C. F. Peterson, J. Poernedo, J. G. Paulsen, T. Pillony, J. R. Pastewsky l'atterson, J. H. Paisis, G. Pintkowsky Paul, V. Parkinson, Dr. T. W. Pereira, Miss S. Plummer, H. A. Pereira, A. F. M Prince, Miss.

Pereira, F. G. Perkey, Mrs. S. Rosa and Lilly Ross Riel, G. Reutens, J. W. Rippin, J. Rehemoobhoy, H. Rivingston, C. F. Rose, R. Ramos, A. Read, Miss M. B. Rushy, C. B.

Freeman, Miss V. W. Roberts Riegen, Cant. A. Reid, Capt. T. Ryder, Ruse, E. P. Reynolds, R. Roose, A. Roberts, H. C. Rapp, Miss C. Read, Miss Roberts, Mrs. J. Samborn, F. G. Sheller, W. Sylvester, F. W. Scaulan, Solomon, Major L. L.

Smith, W. A. Saaid, J. Stewart, Messrs, J. & G. Sicon, E. Stephen, A. Starr, Miss E. Steel, Esq. Shrewsbury, R. W. Stephens, G.

Stanley, N. L. Sawada, Miss Sare. Miss G. Stanley, L. Smith, C. T. Siv, R. T. P. Spieler, O. Sing, A. H. Turney, A. H. Thom, Capt. J. Tomyikkin Torre, T. Talbot, B. W. Thornburgh Mrs. R. M.

Takenowchi, Miss H. Tischer, J Touzalin, R. Tsan, Mrs. Thomas, H. Underwood, J. Venturini, A. Vanderpvel, Mrs. M. Westcote, Mrs. H. Wheate, W. E. Wallace, F. Walker

White, 6, Westrop, Miss Wilkins, Mrs. Weedon, G. Weber, Dr. E. Velch, J. Will, W. N. Wake, G. E. Winckler, A. Wheeler, I, " Woods & Co. Wennberg, O. Wren, P. W. E. Wolfenden, H. W. H. Watts, Mrs.

List of Registered Covers in Poste Restante, Abda Khan, I.P.C. 798 Kader Hadjie Mo-Attare Khan, No. 774 hamed Abdul

Ward, E.

Young, W. R.

lank, Miss A., Arran- Kahn, R. dale, Southport (1) Kemper, A. C. Returned. Lyons & Co., J. Ludah Singh Bova and Co., Supt. Mohamed Akbar Montero, F. M. Burkeh Alli Khan, Massey-Lee, J. H. I.P.C. 856 McKay, Charles Bergmann, B. & R. Morrie, Capt. R., R.A. Brimble, Capt. A. Mondha Singh Mohamed

Murad Khan I.P.C. 529 Mayson, William Chunda Singh, I.P.C. MacVeagh, E. Marle, Hugo Mirza Sadig 10 80 B. U. ...

Nogucira, F. Noguolia, M. Nawab Khan, I.P.C.637 Owners will be RESPONSIBLE for any Manila), to Omuh, DEBT contracted by the Officers or the Crews of the following Vessel during her stay in N. C. 111. O's (Manila), to Omuh.

SEA WITCH, American ship, Howes,—Master, Hongkong Harbour :--

Felicie, Blaz Fosuisanc, A. Ferreira, F. X. P. Frampton, Mrs. (3) Falris, G. (Singapore). Raminit Gahor Khan Rublee, Hon. Wm. A.

Preston, B.

Ram Dhor Singh

Sultar Mahomed

Schlichting, Mrs. (1 pcl.)

Shi Pui Ting, (Cosmo-

politan Dock).

Shores, D. M.

Smith, Harry

Pescis, R.

Ryan, A.

Roberts, J.

Gewanal Singh, I.P.C. Garcia, R. Gulab Khan, I.P.C. Gunda Singh Gleick, M. Hand, J. (Manila), To Constancio Hand,

Staden, J., T. Simons & Co., J. R. Vic. Eng. School, Sammel & Co. Stickermann, G. Hongkong. Harwood, Thomas Strickey, J. E. Hasham Alli, I.P.C. Stackwood, Mrs. Schuh, S. Tchervinsky. Hilton, St. John. Hazar Khan, I.P.C. 616 Teske, E. Hesa, Miss O. Hodge, Ed. G., Portland (Maine), Re-

Tejada & Co., J. B. Ultam Singh Uttu Singh, I.P.C. 774 Hakan Singh, 1.P.C. Veasery, Mrs. L. Vemura, G., Hongkong, to Kawamoto, (Mani-Harrison, R. Hall, Capt. F. (2) Van-Ness, Miss E.C. (2) Hoashi, S. West, Mrs. M. Haynes, J Wazir Singh Jawalla Singh, I.P.C. Waryam Singh

List of Registered Covors for Merchant

S.S. Assor......G. Nazinovich. " Atlas M. Richinson. " Relgian King ... Abernothey. " China......Mr. Cooper. Deucalion M. J. Garbutt. Elite Norsach ... J. J. McCarthey. Emma Luyken ... Capt. Wallis. " HailanA. Anderson. IdomeneusT. Connollys. U.S.S. IrisRay. Shear. S.S. Manuel Laguna. E. Niclson. Monmouthshire., Capt. J. Kennedy.

" Monmouthshire .. W. Cropley. President R. B. Munro. RadleyJohn Mann. Rausa !......G. Frangescakis. U.S.H.S Relief Chas. McFeely. Relief J. H. McNeil. ReliefJ. H. Miller. ReliefP. Schneider.

S.S. Saint Jerome ... Capt. A. Jones. Shantung Miles.

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Sunsanyuen.

Teiching.

Thangtai.

Toksham.

Turgens. .

Watanabe.

Yuenmow.

Yecon.

Torpedo Depot.

Tychongsoon,

Wingyloong.

0208 (Swee Kee Chan)

0651, 4637 (Nam Hing)

Tai, West Point.)

5233, 3266, 3964, 2875,

1331, 2250 (Wingon

Butler Duncan Pigtail. Strantzen. Chingtal. Cheong Seng Loong, Dellagruz. Duncan Chesney Warwell Writer. Exomeurire. Gec (Major) Honjoo. Kamcheong. Konguplong. Kongyuchong.

Kwongsingloong. Laihopyuen. Lapraik. Lichuenshang. Matthew, Joseph Messagerie. Powlec. Quanonlong. Quanonsung.

Siongshoochan. Steamer Wincland,

5940, (Kwong Yu Yun) 0651, 3031, (Nam Wan) 0208, (Swee Keecham) 5502, 7127 (Manloong) 2688, 5288 (Wing Kee.)

Untimations.

WORTH A GUINEA A BOX.

FOR ALL BILIOUS AND NERVOUS DISORDERS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION,

DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:-THOMAS BEECHAM, St. Helens, England. SOLE AGENTS for Hongkong and the EMPIRE of CHINA:-WATKINS, LIMITED,

APOTHECARIES' HALL, 66, Queen's Road

Central, Hongkong.

FIGAUD'S ACCEPT LXTRACT



RIGAUD of C'. PERFUMERS

10.000. White Violets equal each bottle of PARIS Rigard's Extract

MOTIOE.

NIOT RESPONSIBLE FOR DEBTS. Neither the CAPTAIN, the AGENTS, nor the

Arolph Obrio, American ship, Amesbury,-Exanderd Oli Co.

Intimations.

WANTED

I NGLISH MINING ENGINEER and MANAGER, First Class Testimonials, Wide Experience, 48' shortly terminating present engagement in MALAY PENINSULA and wishes for Employment as above in JAPAN, CHINA or COREA.

Address:— "CYANDIE," C/o Straits Times, Singapore. 30th April, 1901.

WANTED COMPETENT SHORTHAND RE-Apply, stating Qualifications and Salary

C/o This Office. Hongkong, 19th April, 1901.

required, to

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN MONTHLY PAYMENT

TUNING. REPAIRS. Our Speciality.

INSTRUMENTS. STRINGS. U S

Grand stock, reduced to clear. Hongkong, 13th March, 1901.

ATTSUL BUSSAN KAISHA. No. 6; Ice House Street, Praya Central.

Head Office:-TOK10. Bywneh Offices:--LONDON (NEW YORK, BOMBAY, SINGAPORED SHANGHAL TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Avencies :-

Miiki Coal Mines. Kanada Coal Mines. Hokoku Coal Mines. Yoshinotani Coal Mines. Ohnoura Coal Mines. No. 1, Ohtsuji Coal Mines. Ichimura Coal Mines. Kishima Coal Mines. Yoshio Coal Mines. Yamano Coal Mines. Manoura Coal Mines. The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited Meiji Fire Insurance Co., Limited, Kanegafuchi Cotton Spinning Mills. Shanghai Cotton Spinning Mills. Tokio Cotton Spinning Mills. Milke Cotton Spirning Mills. Imperial Government Paper Mills.

Onoda Coment Company. MITSUL BUSSAN RAISHA. Honokona teh December, 18en,

F. BLACKHEAD & CO., SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION

AGENTS. PRAYA CENTRAL HONGKONG, MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR

LAUNCHES. Sole Agents, for FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF

SHIPS STORES AND REQUISITES ALWAYS IN STOCK REASONABLE PRICES.

Hongkong, 14th May, 1806. CHEUNG, PHOTOGRAPHER, .

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

S now in a position, in his Now and Commodious Premises, to eclipse, as heretofore GROUPS AND VIEWS a spaciality.

ALL PHOTOGRAPHIC ART PRACTICES in the Colony or in any part of the Far East. Handlena. Trad Sammaher, 1808,

CHS. J. GAUPP & CO.

MRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER EWITH'S, and OPTICIANS. CHARTS and BOOKS.

NAUTICAL INSTRUMENTS. Agents for Louis Audembre' Watches awarded the highest Prizes at every Exhibition; and for Voigtiander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. HE N.D.L. Steamship

SUI SANG, 1

(Lately Practising with Dr. I. SAKATA), DENTIST, No. 4, Queen's Road Central. Hongkong, 3rd January, 1001

MERICAN SYSTEM, WONG HO-MI. SURG. DENTIST. TERMS MODERATE, CONSULTATION FREE, 50, QUEEN'S ROAD CENTRAL, Hongkong, and January, 1901.

SURCEON DENTIST, No. 14. D'AGUILAR STREET. TERMS VERY MODERATE Consultation from.

Hongkong, 37th Bentember, 2808.

Co be Let.

TO LET. HOUSE in RIPON TERRACE.

HOUSES at LEIGHTON HILL THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkony, 1st May, tont

TO LET. NTO. 6. ICE HOUSE LANE and 3 GO DOWNS in DUDDELL STREET.

Apply to A. RUMJAHN. Hongkong, 20th May, 1901. TO LET.

CODOWN in DUDDELL STREET from 1st U Tune. Apply to THE HONGKONG LAND INVEST MENT & AGENCY CO., LD.

Hongkohg, 1st May, 1901.

TO LET. Possession April 18T. STEWART TERRACE

J. W. SOBLE. Hongkong, 6th March, 1901.

TO LET. "TXTOODLANDS WEST," No. 9, SEY Apply to

C/o'This | ffice. Hongkong, 13th March, 1901.

For Sale.

. FOR SALE. OREGON PINE PLANKS 1.0" x 3". Apply to

C. E. WARREN, 25, Aberdeen Street. Hongkong, 20th May, 1901. NOW READY.

SPECIAL. DESCRIPTIVE

STATISTICAL EDITION OF THE "HONGKONG TELEGRAPH." TEN PAGES.

PRICE 50 CENTS.

THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a Second Edition cannot be printed The Special Edition will be mailed to any address on receipt of 58 ocats to cover cost and Postage.

Masonic.

Hongkong, and May, 1001

VICTORIA

REGULAR MEETING of the VIC-TORIA PRECEPTORY will be held at the FREEMASONS! HALE, on MONDAY, the 27th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to

Hongkong, 21st May, 1901.

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY. NOTICE,

ONSIGNEES of CARGO per Steamship

The above Steamer having arrived, Consignees' of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from

Cargo impeding the discharge of the Vesse will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY. Acting Agent. Hongkong, 16th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY. NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. THE Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before

Noon, on the 22nd instant, or they will not be No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent, Bills of Lading will be countersigned by

SANDER, WIELER & CO., Hongkong, 17th May, 1001. FROM HAMBURG, PENANG AND SINGAPORE.

"NUERNBERG," Captain Mayer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before to A.M. TO-DAY. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

No Claims will be admitted after the Goods

examined on the 24th instant, at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE Hongkong Office. Hongkong, 18th May, 1901.

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY,

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE THE Steamship

" MELPOMENE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Optional Cargo will be discharged here, unless.

notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon, on the 24th instant, or they will not be recognised.

any Goods remaining in the Godowns after the 24th instant, will be subject to rent. Bills of Lading will be countersigned by

Hongkong, 18th May, 1901.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

From Venice, ex S.S. Massimiliano transhipped at Trieste.

From Levante, exS.S. Poseidon and Imperator transhipped at Port Said. Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods

Noon, on the 28th instant, or they will not be recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th instant, will be subject to rent.

- SĂNDER, WIELER & Co.,

"BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.

and Kowloon Wharf and Godown Company, Limited whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after 28th instant, will be subject to rent.

June, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 11 A.M. No Fire Insurance has been effected.

GIBB, LIVINGSTON & Co.,

Hongkong, 21st May, 1901.

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, ANTWERP.

LONDON, PORT SAID, COLOMBO AND SINGAPORE.

"WAKASA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown' Company's Godown at Kowloon, where each consignment will be sorted out mark by mark

Goods not cleared by the 28th instant, will be subject to rent. No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 31st instant, or claims in connection therewith will not be recognised. NIPPON YUSEN KAISHA

Hongkong, 21st May, 1901,

THE P. & O. S. N. Co.'s Steamship

"PEKIN,"

FROM BOMBAY AND STRAITS, Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown .Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers. Goods not cleared by the 28th instant, at

4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage ob-

days after the Vessel's arrival here, after which no Claims will be recognised. H. A. RITCHIE,

Superintendent. Hongkong, 21st May, 1001.

LEVY HERMANOS.

MERCHANTS, JEWEL. LERS AND WATCHMAKERS

EASTMAN'S KODAKS and FILMS. Sole Agents for CLEMENT'S WHEELS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST.

10. QUBEN'S ROAD. Watson's Building

No Fire Insurance has been effected, and

SANDER, WIELER & Co.,

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

NOTICE TO CONSIGNEES.

This Vessel brings Cargo:-

have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before

Bills of Lading will be countersigned by

Hongkong, 21st May, 1907.

S.S. "BENGLOE."

ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong

All Claims against the Steamer must be presented to the Undersigned on or before the 5th

Bills of Lading will be countersigned by

NIPPON YUSEN KAISHA.

THE Company's Steamship

and delivery can be obtained as soon as the

goods are landed. Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

NOTICE TO CONSIGNEES.

tained from the Godown Company within ton

Share Market. LATEST QUOTATIONS. (May 22nd)

\020	y 22na _j .	1
Companies.	Paid up Capital.	Latest quotation.
Be	inks. 🕧	
Hongkong & Shang- hai Banking Cor- poration The Bank of China & Japan, Limited	\$125	(buye 375 % premiu
(Preference) The Bank of China & Japan, Limited	£ 5,	Nominal
(Ordinary)	£ 4°	£ı
(Deferred) National Bank of	F 3.	£5.5 buyers
C14 1 2 3 3		l

£ 8 \$27 buyers £ 1 \$15 sellers Do. Founders ... Marine Insurances. \$ 50 \$335 buyers

Union Ins. Society of Carton, Ld. Chin: Traders' lus. Co., '.d. \$ 25 \$60. -North China Ins. Co., Ld. £ 25 Tls. 180 buyers Yangtsze Ins. Assoc. . Ld. \$ 60 13125 Canton Ins. Office, Ld. \$ 50 \$180 sellers Straits Ins. Co., Ld.... \$ 20 \$1 Fire Insurances.

Hongkong Fire Ins. \$ 50 \$360 sellers China Fire Ins. Co., \$ 20 \$87\ sellers Hongkong, Canton, &, Macao Steamboat Co., Limited \$ 15 \$35

Indo-China Steam Navigation Co., Ld. £ 10 \$136 sales China & Manila S.S. ? \$ 50 \$64 sellers Co., Ld. \$ 40 \$53 sellers Douglas Steamship Co., Ld. 💲 50 354 sellers . China Mutual S. N. £ 10 £12 buyers Co., Ld.—(Pref.) ... China Mutual S. N. Co., Ld.—(O'ary)...| £ 10 £ 12 buyers China Mutual S. N. Co.; Ld.—(O'ary)... £ 5 £2 buyers \$ 10 \$24 sellers Star Ferry Co., Ld. \$ 21. \$10 sellers "Shell" Transport &

Trading Co., Ld. ... £ 1 £3 sellers China Sugar Refining \$100 \$133 buyers Luzon Sugar Refining \$100 \$38 sellers Mining. Punjom Mining Co., \$ 8 \\$7\frac{1}{2} buyers Punjom Mining Pre-

ference Shares \$ 1 \$1.40 Société Française des Charbonnages du TonkinFcs. 250 \$320 buyers Queen Mines, Ld. ... 25 cts. 7 certs sellers Jelebu Mining and Trading Co., Ld. ... \$ 5 \$5.25 sellers Raub A'lian Mining Co., Ld. ... 17s. 10d. \$20 sellers Oliver: Freehold Mines, Ld. A \$ 5 \$27 Olivers Freehold Mine's, Ld. B

Hongkong & Whampoa Dock Co., Ld. \$ 50 \$315 buyers Hongkong and Kowloon Wharf & Go-\$ 50 \$105 sales down Co., Ld. Wanchai Warehouse & Storage Co., Ld. \$ 371 \$64 buyers New Amoy Dork Co. Ld. \$ 61 \$221 buyers Lands, Hotels and Buildings. China Provident Loan

Dooks, Wharves and Godowns.

10 \$91 sellers & Mortgage Co., Ld. Hongkong Land Investment & Agency Co., Ld. \$100 \$198 sellers Kowloon Land and Building Co., Ld... \$ 30 \$30 sellers West Point Building \$ 50 \$56 buyers Co., Ld. H'kong Hotel Co., Ld. \$ 50 \$130 sellers \$ 50 \$80 sellers Oriente Hotel Co., Ld. Finance Co., I.d. ...! S το ₹14 sellers

Humphrey's Estate & Cotton Mills. Hongkong Cotton Spinning, Weaving & Dycing Co., Ld... \$100 37 buyers Ewo Cotton Spinning & W. Co., Ld. Tis. 100 Tis. 50 buyers International Cotton Lagu-kung-mow Cotton Spinning & Weaving Co., Ld... Tls. 100 Tls. 55 Soy Chee Cotton Spin-

ning Co., Ld....... Tls. 500 Tls. 325 Yahloong Cotton Spinning Co., Ld...... Tls. 100 Tls. 25 Alhambra, Limited \$500 ;200 % p. buyers La Comercial, Ld. ... Hensiana Limited \$100 par buyers.

La Favorita \$500 1100 % p. sellers Miscollaneous. Green Island Cement \$ 10 819 sellers Co., Ld. China-Borneo Co., L.d. 8 15 \$38 sales A. S. Watson & Co., Limited \$ 10/\$17 buyers Watkins, Limited \$ 10 39} sales Hongkong Electric Co., Limited \$ 10 3124 sales. Hongkong Electric \$ 5 \$64 buyers Co., Limited Hongkong and China Gas Co., Ld.,,.... 💃 io Si35 buyers Hongkong Rope Manufacturing Co., Ld. - \$ 50 \$157} buyers Geo. Fenwick & Co., \$ 25 \$55 sellers Ld H'kong Ice Co., Ld. \$ 25 \$175 buyers H'kong High - Level Tramways Co., Ld., \$100 \$225 buyers. Dairy Farm Co., Ld. 5 6 \$7 buyers Hongkong and China Bakery Co., Ld. ... \$. 50 \$50 sales

Campbell, Moore and \$ 10 S20 Co., Ld. Bell's Ashestos Eastern Agency, Ld. ... £'1 \$1.10 sales United Asbastos Oriental Agicy, Ld., \$ 4 \$t t ≥ buyers Tebrau Planting Co. \$ 15 \$3 sellers Ld.,.... Universal Trading

\$ 202520 sales

Share Brokers

China Light & Power Co., Ld. \$ 20 \$20 Robinson Piano Co., \$ 50 \$50 Ld. Benjamin, Kelly & Potts,

Telegraph Address -"Righto."

Telephone No 148

Co., Ld. .,,.....

boat Co., Ld.....

H.K. Steam Water-

VISITORS AT THE HONGKONG. HOTEL.

Katsch, Mr. E. A. Almond, Mr. R. W. Kiene, Mr. and Mrs. F. Andes, Mr. R. I: Kiene, Mr. A. Andressen, Miss. King, Maj. H. S., R.E. Andrew, Mr. S. A. Angus, Mrs. . . Kirkwood, Mr. J Arnold, Mr. H. Lange, Mr. P. A. De Atkinson, Mrs. & Miss Laughorne, Mr. M. M. Atterton, Mr. and Mrs. Liblain, Mr. Lindsay, Mr. and Mrs. Littledale, R.E., Major Auld, Mr. J. S.

Bailey, Mr. W. S. Bell, Mr. and Mrs. O. Long, Mr. & Mrs. D. M. Lyons, Mr. R. Macdonald, Mr. D. Benjamin, Mr. D. Beringer, Mr. F. J. G. Macdonald, Mr. D. Bernard, Mr. and Mrs. Manice, Mr. and Mrs. Marlow, Mr. Mattock, Mr. S. C. Black, Mr. J. McLellan, Mrs. and infant

Boyce, Mr. C. Brandreth, R.N., Lt. & McWilliam, Mr. J. Brooks, Major & Mrs. Messner, Mr. F. Millar, Mr. J. C. Brooks, Mr. J. W. Mudge, Mr. Geo. Bruce, Mr. and Mrs. Orr, Mr. R. Burnie, Mr. C. M. G. Orr, Capt. S. G. Parfitt, Mr. W. Busustow, Mr. Cameron, Mr. D. H. Parr, Mr. D. Clark, Dr. & Mrs. F. Pascual, Mr. C. Cole, Mr. G. E. Potter, Mrs. A. Dauncey, Mr. C. Price, Mr. C. J.

Davis, Mrs. W. & child Reich, Mr. A. H. Denroche, Mr. P. C. Rice, Mr. and Mrs. Discombe, Mr. G. M. Rice, Mr. W. M. Dorehill, R.A., Major Robbins, Mr. R. Duff, Mr. W. S. Robertson, Mr. Robinson, Mr. V. Duncan, Mr. M. D. Schonz, Mr. C. Dyson, Gapt. P. S. Ferrar, Mr. J. Smithers, Mr. R. G. Gibson, Mr. Kennedy Stephens, Mr. G. Stevens, Mr. H. Goyne Glover, Mr. C. Gordon, Lady & maid Stewart, Mr. E. H. Sweet, Mr. W. M. Gordon, Miss. Taylor, Mr. D. G. Grant, Mr. John Griffith, Mr. W. Thomas, Mr. Harry Tibbey, Mr. H. M. Harold, Mr. W. Waite, Mr. H. E. Hausser, Miss Hausser, Master Wakeman, Mr. G. H.

Watts, Mr. and Mrs. Howard, Mr. Thos. Huke, Mr. and Mrs. Frank W. Whiley, Mr. W. J. G. Humphreys, Mr. R. E. White, Mr. E. E. Wild, Lieut, and Mrs. Innes, Capt. Bagnall Irving, Mr. E. N. Jackson, Mrs. J. B. and Williamson, Mr. and Mrs. A. A. and child Joseph, Mr. & Mrs. E.S. Woollen, Mr. J. J.

Walsh, Mr. W.

and Mrs., child and

Rublee, Mr. W. A. (U.

child and maid

S. Consul of America)

maid

VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Beattie, Mr. James Mackie, Mr. C. Gordon Major, U.S.N., Mr. L. Benjamin, Mr. S. S. Bonnar, Mr. J. W. C. Brayne, Mr. H. F. R. Martin, Mr. R. Brown, Colonel F. Miller, Mr. and Mrs. Newall, Mr. Stuart G. Brusse, Mr. G. O'Gorman, Col. The Cameron, Mr. Allan Carrington, Sir John, O'Gorman, Madam Oppenheim, Mr. J. Pitt. Mr. John, R.N. Carrington, Miss Pollock, Mr. H. E. Collard, Col. A. W. Prynne, Capt., R.A. M.C. Crookenden, Col. Prynne, Mrs. Dann, Mr. G. H. Qustinoff, Mr. M. Drion, Mr. F. Ricketts, I.M.S., Major

Hochappel, Mr. E. C.

Ezekiel, Mr. L. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. Rouse, Mr. A. B. H. W. Graham, Mr. D. M. Harston, Dr. and Mrs. Rublee, Mrs. W. A., 'G., M. Hays, Mr. J.

Gumpert, Mr. and Mrs. Shellim, Mr. Edward Sinclair, Mr. A. Hughes, Col. G. A. Stokes, Mr. A. G. Tomlin, Mr. G. L. Irwine, Mr. E. H. Lang, Dr. K. Wheeler, Mr. H. B. Wheeler, Lt.-Col. J. L. Lee, Mr. J. E.

E. G.

CRAIGIEBURN. Crakenthorp, Mr. C. S. Boyle, Mr. and Mrs. Helms, Mr. W. Brown, Mr. and Mrs. Lowe, Mr. A. R., Pye, Mr. E. Burns H. Matheson Canton, Staff-Surg. H. Suter, Mr. Hugo Canton, Mrs. Volpicelli, Consul Crouch, Mr. J. W.

KOWLOON HOTEL. Leary, Lieut. C. Cleashy, Mr. W. H. Mercer, Mr. and Mrs. Davies, Mr. W. and family Dean, Mr. F. Nobbs, Prof. A. P. Downs, Mrs. Lottic Earby, Mr. E. A. Spittles, Mr. J. Lewis, Mr. and Mrs. Williams, Mr. G. F.

EXCHANGE.

Wisheit, Mr. & Mrs. H.

Hongkong, 22nd May. ON LONDON, Telegraphic Transfer 1/112 Bank Bills, on demand ... 1/11 9/16 Credits, 4 months' sight2/0 D'ments, 4 months' sight2/of \$500 100 % p. buyers | ON, PARIS, Bank Bills, on demand 1 2.47 Credits, a months' sight2.512 ON NEW YORK, Bank Bills, on demand ...47 Credits, 30 days sight48# On demand......147 ON SHANGHAL Telegraphic Transfer723 l'fivate 30 days' sightnom.

OPIUM QUOTATIONS.

Gold Leaf 100 touch, per tael52.10

Hongkong, 22nd May. 'Old Malwa830

VESSELS IN PORT.

Steamers. ANPING MARU, lapanese steamer, 1,053, Atsumi, 18th May .-- Foochow via Amoy and Swatow 17th May, General.—Mitsui Bussan Kaisha.

ATHENIAN, British steamer, 2,444, H. Mowatt, 8th April,-Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour.

C. P. R. Co. BENGLOE, British steamer, 1939, James Potter, 19th May,-London 1st April, and Singapore 13th May, General.—Order. BERGENHUS, Norwegian steamer, 2,344, F. H. Svendsen, oth May,—Moji and May, Coal.
—Butterfield & Swire,

—Butterfield & Swire,

Burnside, American steamer, 1,400, A. H.

Lafflin, 14th April,—Manila 11th April,

Cable,—Government.

CHARLES ROGIER, Belgian steamer, 1,291, Ch.

Herfurth, 21st May,—Bangkok 12th May,

Pira—Tladwell & Co. Laft Co Rice.-Dedwell & Co., Ld.

CHINA, American steamer, 3,187, W. B. Seabury, 16th May, San Francisco 17th April, and Shanghai 14th May, Mails and General.—P. M. S. S. Co. DEUTEROS, German steamer, 1,001, F. Frahm,

20th May,—Bangkok 13th May, Rice,— Siemssen & Co. ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 18th May,—Chinking 13th May,

General.—E. A. T. Co. ELSA, German steamer, 1,702, Schonwandt, 13th May,-Canton 13th May, Coal,-Jebsen & Co. ESMERALDA, British str., 966, G. T. Blaxland,

21st May,-Manila 17th May, Hemp.-Shewan, Tomes & Co. FRANCAIS ARAGO, French Telegraph steamer, 1,805, Mascart, 17th May,—Amoy 11th May, Ballast.—Amhold, Karberg & Co. GERMANIA, German steamer, 1,713, A. Bendixen, 18th May, -Hongay 16th May, Coal.

-Jebsen & Co. HANGCHOW, British steamer, 999, J. Pearce, 21st Mar.,—Shanghai 18th Mar., General.
—Butterfield & Swire.

HOIHAO, French steamer, 532, Merlees, 18th May,-Pakhoi and Hoihow 17th May, General.—A. R. Marty. INDIA, Austrian steamer, 1,797, G. Ghezzo,

21st May,-Trieste 7th April, and Singapore 14th May, General.—Sander, Wieler KASUGA MARU, Japanese steamer, 3,368, H. Fraser, 21st May,—Japan 14th May, General.—Nippon Yusen Kaisha.

KUTSANG, British steamer, 1,495, T. W. Selby, 19th May,-Samarang (Java) 11th May, Sugar.—Jardine, Matheson & Co. MEADE, American transport, 5,526, G. W. Wilson, 26th April,- Manila 23rd April. ON SANG, British steamer, 1,787, J. Young,

.. 12th May, -Sourabaya and Samarang 30th April, Sugar.—Jardine, Matheson & Co. PEKIN, British steamer, 2,522, Francis John, 21st May,-London 5th Mar., and Singapore 15th May, General.—P. & O. S. N.

PHRA CHULA CHOM KLAO, British steamer, 1.011, R. Unsworth, 18th May,-Bangkok 12th May, Rice.—Butterfield & Swire. POMPEY, American steamer, 785, J. H. Serive-

ner, 21st Mar.,-Manila 18th Mar., Coal.--U. S. Navy. PROGRESS, German steamer, 687, P. Brandt, 17th May,-Touron 14th May, Coals and General.—Siemssen & Co. ROSETTA MARU, Japanese str., 2,602, N. Tate,

21st May,-Australia and Manila 19th May, General-Nippon Yusen Kaisha. SHANTUNG, British steamer, 1,835, T. Quail, 18th May,-Saigon 14th May, Rice and

Rice-flour.—Butterfield & Swire. Simongan, Dutch steamer, 1,818, Sandman, 17th. April.—Samarang and Saigon 29th March, Sugar.-Yuen Fat Hong. SISHAN, British steamer, 845, G. E. Morehouse, 19th May, Saigon 15th May, General.

TAI CHEONG, German steamer, 828, H. Ahrens, 13th May,-Saigon 8th May, Rice and Flour.—Meyer & Co. TELEMACHUS, British steamer, 1,340, Williamson, 20th May, Saigon 16th May, General.—Nam Wo & Co. ULYSSES, British steamer, 2,281, J. Edmand-

Bradley & Co.

son, 17th May, -- Moji 12th May, Coal and Nuts. -- Butterfield & Swire. VICTORIA, American steamer, 2,112, J. Panton, 13th May,-Tacoma 13th April, General.-Dodwell & Co., Ld. -

WAKASA MARU, Japanese steamer, 3,105, J. B Macmillan, 21st May, -London 12th April, and Singapore 16th May, General .--Njppon Yusen Kaisha. YUENSANG, British steamer, 1,167, P. H. Rolfe,

R.N.R., 19th May,-Manila 16th May, General.—Jardine; Matheson & Co.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Amibury, 19th Dec.,-New York 2nd June, and Chesoo 12th Dec., Oil.—Standard Oil Co.; DUNDEE, British ship, 1,998, Hernnring, 14th Oct.,-New York 29th June, Kerosine Oil. -Standard Oil Co.

Dec.,-Cardiff via Cape Town 26th Sept, Coal.—Government. LARGO BAY, British ship, 1,178, F. Adams, 7th April,-Nagagasaki ist April, Ballast,-Sander, Wieler & Co.

Louise J. Kenny, American schooner, 155, A. H. Olsen, 30th Mar.,-Ponage and Caroline Island 11th Mar., Copra.—Master. LUZON, American 4-masted schooner, 512, Aderson, 31st Mar.,-Port Townsend 28th

Dec., General.-Holliday, Wise & Co. MADAGASC 'R, British 4-masted barque, 1,907. . A. H. Smith, 4th Mar.,-from New York, Oil.—Standard On Co.

MERCURY, German schooner, 52, Warnes, 23rd Feb.,-Yap 9th Fcb., Ballast.-Siemssen OBI, British schooner, 1,951, R. Pinkham, 9th.

April,-Cardiff 23rd Feb., Patent Fuel --Government. SEA WITCH, American ship, 1,172, Howes, 21st Feb.,-Manila 18th Feb., Ballast.-Master. Sussex, British bark, 1,212, Guthrie, 17th May,

-Freemantle 26th Mar., Sandalwood.-VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,-New York 3rd Sept., Case Oil.—Order.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, May 22nd, 1901. Alacrity, despatch-vessel, 1,700 tons, to guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock,

Algerine; sloop, 1,050 tons, 6 guns, 1,100 i,h.p., Comdr. E. D. Hunt, Hongkong.

Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung, Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R. N., Shanghai. Astraa, British and-class cruiser, 4,300 tons,

7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai. Auroru, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., "12 guns, Capt. E. H. Bayly, C.B., Foochow, " guns, 13,163 l.h.p., Captain G. J. S. Warmender. Nagasaki.

Blenheim, ist-class criuser, 9,000 tons, 12 guns, Bonaventure, and class cruiser, 3.000 tons, 18

Bramble, 1st-class gunboat, 710 tons, 1,300 Leake, Amoy.

Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5.600 i.h.p. Commander Sir Bourchier Wrey, Bart., Shinghai, Britomari, 1st-class gunboat, 710 tons, 1,300

i.b.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow. Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N.,

Wei-hal-wol.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chin-

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve. Firebrand, 3rd class gunbont, 455 tons, 4 guns,

360 i.h.p., Canton. Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield,

Gollath, 1st-class battleship, 12,950tons, 16guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai. Handy, twin screw, torpedo boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve. Hart, twin screw, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 i.h.p., Lieut, and Com.

G. C. Handy. Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 ith.p., Capt. R. S. D. Cumming, Hongkong. Humber, storeship, 1,640 tons, 800 i.h.p., Com.

H. J. Davison, Shanghai. Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore. Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.hp., Lieut.-Comdr. J. C. Watson,

Hongkong. Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung. Orlando, 1st-class cruiser, 5,600 tons, 12 guns,

8,500 i.h.p., Capt. J. H. Burke, C.B., Shang-Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

Comdr. W. H. Nicholson, Tientsin. Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, Spore. Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds,

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai. Redpole, 1st-class gunboat, 855 tons, 6 guns,

1,200 i.h.p., Lieut.-Com. C. F. Corbett, Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p.. Com. C. Hamilton, en route Singapore. Sandpiper, British river-gunboat, 2 guns, Lt.,

Comdr. Carr. West River. Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut, and Commander Oldham, Yangtsze, Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Pownall, Hongkong. Tamar, receiving ship, 4,650 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

guns, 200 i.h.p., in Reserve Hongkong. Waterwitch, surveying-ship, 620 tons, Lieut .-Comdr. Lyne, Manila. Whiting, twin screw, torpedo-boat destroyer,

601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai. Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Woodcock, river-gunboat, 2 guns, 560 i.h.p.,

Lieut. Comdr. Watson, Kiukiang. Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellanoous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai. Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow. Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M.V. Elisenan,

FULWOOD, British ship, 1,986, Thomas, 1st Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. dosé da Cunha Lima, Macao. Maria Theresa, Austrian cruiser, 10 guns, = 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku. Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong. Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki. Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Alcout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky,

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku. Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Screbren-

Gremiasichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku. Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki. Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayesdnik, Russian crulser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki. Olvasny, Russian armoured cruiser, 1,490 tons twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki. Petroparlovski, Russian battleship, 12,000 tons

Capt. Grevais, at Nagasaki. 21,417 i.h.p., Capt. Henderson C.M.G., Polstava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki. guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at

ilip., 6 guns, Lieut. and Conidr. F. M. Rosbaynik, Russian cruiser, 1,330 tons, 1,786 Ville D'Alger, monitor, 944 tons, Captain h.p., 11 guns, Capt. Komaroff, at Singapore. twin screw cruiser, 1st class, 48 guns, Villeneuve, at Saigon.

13,500 h.p., Capt. Haupt, at Port Arthur, Villeneuve, at Saigon. Sevastopol, Russian battleship, 10,000 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at

Silaich, Russian gunboat, 4 guns, 1,200 h.p., Craig, at Manila. Capt. Barronoff, at Nagasaki. Bennington, U.S. gun Sissol Veliky, Russian battleship, 10,000 tons, 3,436 h.p., Comdr. C. H. Arnold, at Hong- Research Suday and Melbourne Per Kasuga

Vladimir Monomach, Russian cruiser, 6,000 | Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p. tons, 16 guns, Prince Ouchtomsky, at

Port Arthur. Vostock, Russian torpedo gunbout, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Eapt. Rogulia,

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.) Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Janichichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Kasatka, Russian torpedo boat, 350 tons, Capt. .

Mouravieff, at Shanghai. Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai. Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, guns, 2,000 h.p., 22 knots, Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sisik, Russian torpedo boat, 23 tons, 1 gun, 220

h.p., 16 knots. Skal, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai. Skorpion, Russian torpedo boat, 23 tons, I gun, 220 b.p., 16 knots. Sootchena, Russian torpedo boat, 87 tons, 4 guns,

970 h.p., 19 knots Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai. Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Phanix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

> RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 Revel- 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. † Flagship of Vice-Admiral Alexeieff. * Flagship of Rear-Admiral F. V. Dubossoff. I Flagship of Rear-Admiral Recunoff.

THE GERMAN SQUADRON. Brandenburg, German battleship, 10,100 tons,

40 guns, Capt. Zur S. Rosendahl, at Hong-Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai. Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku. Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p.; Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,700 tons, 8 guns, Tweed, coast desence gunboat, 363 tons, 3 *** Hansa, German cruiser, 6,800 tons, 30 Capt. Bauer, at Amoy. guns, Capt. Paschen, at Hongkong. Hela, German despatch-vessel, 2,000 tons, 12

Capt. Rampold, at Woosung. Hertha, German cruiser, 6,000 tons, 30 yuns, Capt. von Usedom, at Shanghai. litis, German gunboat, 1,000 tons, to guns, Lieut. Comdr. Sthamer, at Shanghai, ", Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Canton. Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 12,000 p.h., Capt. Gülich, at Amoy. Kurfürst Friedrich Wilhelm, Geman batileship. 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung, Luchs, German gunboat, 850 tons, 10 guns,

Comdr. Duchnhardt, at Hongkong. Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boemer, at Hankow. Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy. Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, Kong Nam, British steamer, T. Austin, P.N.R., 40 guns, Capt. Hofmeier, at Amoy. Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku. K. F. Wilhelm, German battleship, at Naga-No. 90, German torpedo-boat, 320 tons, Capt.

Hoepfmer, at Shanghail No. or, German torpedo-boat,-360 tons, Capt. Lieut, Püllen, at Shanghai. No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai. * Flagship of His Excellency Vice-Admiral

** Flagship of Rear-Admiral Geissler. *** Flagship, Rear-Admiral Kirchhoff. THE FRENCH SQUADRON.

Alonette, gunboat, 200 tons, Lieut.-Comdr. Bellov, at Nagasaki. Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Bachine, Japan.

Bengall, and class dispatch-boat, Lt.-Comdr

De La Croix de Castries, at Nagasaki. Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow. Comete, gunboat, 600 tons, Capt. Louel, at Decidee, gunboat, 690 tons, Capt. Maresubette,

D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku. Descartes, and class protected cruiser, 4,000 tons, 36 guns 631 î.h.p., Captain Saulne, at

Eure, Dispatch-transport, Capt. Vallee, at Friant, gunboat, 693 tons, Capt. Adam, at Guichen, tst-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

8,000 i.h.p., Capt. Aubin, at Taku.

Kersaini, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon. Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku. Pascal, 2nd-class protected cruiser, 4,000 tons,

36 guns, 9,000 i.h.p., Capt. M. Motet, at

Jean Bari, 1st class cruiser, 4,500, tons, 10 guns,

Shanghai. Styx, 3rd-class cruiser, 1,800 tons, Captain Vincent, at Hongkong. Surprise, gunboat, 700 tons, to guns, 860 ich.p., Capt. Mornet, at Taku. Takow, torredo-boat destroyer, 280 tons, Com. Boussady, at Hongkong.

Bomessaur, at Hongkong. Rurik, 1 Russian flagship, 10,940 tons, armoured, Vipere, gunboat, 400 tons, Captain G. del

THE AMERICAN SQUADRON. Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Bennington, U.S. gunboat, 1,710 tons, 6 guns,

Comdr. C. T. Forse, at Manila.

h.p., Comdr. H. G. D. Colby, at Manila. Culgos, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila. Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila. Glacier, U.S. supply-ship, Lieut.-Comdr. A.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998
h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling ship, 6,100 tons, 1,300 h.p.,
Ensign D. W. Knox, at Manila. Isla de Luxon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, en route Manila.

Kentucky, U.S. battleship, 11,500 tons, Capt.

Chester, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut-Comdr. A. P. Narro, at Manila. Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton. Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku. Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong. Nansham, U.S. collier, Ensign F. T. Ridgely, at Hongkong.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki. Newark, U.S. cruiser, 4,600 tons, Comdr. Mc-Calla, en route Home. New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S. N., at Woosung. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai. Salurn, U.S. collier, 1,817 tons, Capt. J. H. Potter, at Hongkong.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong. Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila. Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Hongkong. Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Vosemite, U.S. converted cruiser, 6,179 tons,

10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila. Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, cruising. Elba, Italian cruiser, 2,720 tons, Capt. Cecconi,

Fiermosca, Italian cruiser, Capt. Garlo Negri, Shanghai. -Stromboli, Italian cruiser, 3,800 tons, Captain Cecconi, Hongkong. Vetter Pisani, Italian cruiser, 6,700 tons, Capt.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

V. Onofrio, Shanghai.

Fatshan, British steamer, 1,425, Lossius,-Hongkong, Canton, and Macao Steamboat

Ho-nam, British steamer, 1,377, H. D. Jones, ---Hongkong, Canton, & Macao Steamboat Powan, British steamer, 1,873, A. N. Patrick,-Hongkong, Canton, and Macao Steamboat

Hankow, British steamer, 2,252, C. V. Lloyd,-Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain. ——,—Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence,-Tai. On Steamship Co. Pak Kong, British steamer,-Kwong Wan S.S.

-Chinese Owned. Hongkong and Macao. Heungshan, British steamer, 1,055, W. E. Clarke,-Hongkong, Canton and Macao Steamboat Co.

Macao and Canton. Lungshan, British steamer, 141, G. F. R.N.R., -- Hongkong, Canton and Macao Steamboat Co. Kiangiung, Chinese steamer, 583, Rt. J. Mackenzie, - China Merchant Steaff i Naviga-

Canton and West Rivers, Lungkiang, British steamer, 141, R. D. Thomas, -Hongkong, Canton and Macady Steamboat Co. City of Whampoa, Chinese steamer, 40, 1-Ah

Hongkong and West River. Saikong, British steamer, 259, D. Bowie,-Kwong Wang Steamship Co. Cheung Kong, Y. Kun, 58,-Kwong Wan S.S. Kwai Lum, British steamer,-Kai Hing & Co.

Sun Chow, Chinese steamer, Ah Yon.

Lil, American lorcha.

Lorchas and Schomers. Kuising, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Nanning, British steamer, J. J. Lossius, Hong-

kong, Canton and Macao Steamboat Co.,

dost Office.

A Mull will close :--For Canton-Per Hankow, to-morrow, the

-J. M. & Co. and B. & S.

23rd instant, at 7.30 A.M. For Singapore, Sourabaya and Samarang---Per Onsang, to morrow, the 23rd instant, at For Kobe-Per Pekin, to-morrow, the 23rd instant, at II A.M. For Kobe and Yokobama-Per Wakasa.

instant, at II A.M. For Canton-Per Honam, to morrow, the 23rd instant, at 12.15 P.M. For Macao-Per Heungshan, to-morrow, the 23rd Instant, at 12.15 P.M. For Manila-Per Ulysses, to morrow, the

Maru, to-morrow, the 23rd instant, at 11 A.M.

For Moli-Per Aristea, to-morrow, the 23rd

13rd instant, at 3 P.M. For Shanghai + Per Loongmoon, to-morrow, the 23rd instant, at 4 P.M. For Canton-Per Powan, to-morrow, the '23rd instant, at 5 P.M; For Nagasaki, Kobe and Yokohama-Per

Rosetta Maru, on Friday, the 24th instant, at For Manila, Thursday Island, Lownsville,

> for The Hongkong ited, at the Printing 7. 50, Queen's Road da Hopgkook

24th instant, at 3 P.M.

d by ETHELBERT